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Incredible 675LT is fun as well as fast'

DEFINITIVE VERDICI JAG XE BEATS NIFLAN 33 SERVED

Jaguar's toughest battle yet - and it doesn't disappoint

> ALSO INSIDE New Audi A4 first drive







Hardcore Clio Trophy More fun, despite no manual 'box

SCOOP



Audi's Tesla beaterElectric SUV gets 500bhp, 516lb ft



New Mazda CX-3Baby crossover is pacey but pricey



Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption



Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO₂ emissions 194 – 189g/km. Standard EU test figures figures. Image for illustrative purposes only, includes optional extras.



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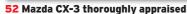
The Audi A4 is impressive, most notably for the refined manner in which it drives'

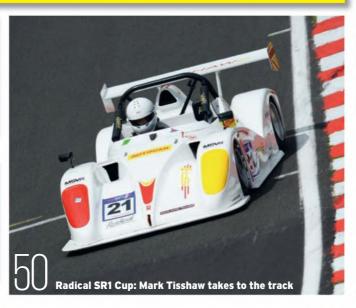




60 BMW M4 Coupé says hello









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Jaguar's big win is a small but vital step

THIS WEEK'S COVER verdict is a landmark victory for Jaguar – and one that the company should rightly celebrate. With the XE, it has achieved what many others have tried and failed to do, not only taking the battle to the longestablished opposition but also eclipsing them, particularly in many of the areas that matter to Autocar readers.

Ultimately, though, such verdicts are merely small steps on a long, hard road for Jaguar. That's partly because this victory is very much model specific and chiefly because, even if the XE is the king hit it promises to be this year, its sales will still be dwarfed by those of the best-selling BMW 3 Series.

Make no mistake: Jaguar's path to becoming a genuinely big-hitting, sustainable global business will be tough. As our story on its potential manufacturing plant in eastern Europe (p22) testifies, hard decisions need to be made, not just on the products themselves but also on creating an infrastructure

that can help it to build for the future.

Tough decisions tend to be easier when you're winning, though, and on that front, Jaguar is building a momentum that's becoming more compelling all the time.



RT HEAD OF CONTENT



THIS WEEK

Issue 6160 | Volume 285 | No 3

Established 1895

AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

Mercedes-AMG GLE 63

Range-topping, 577bhp V8-engined GLE driven



REVIEW **Fiat 500**

First verdict on the revamped city car

Darren Moss What next for McLaren's road car line-up?

BLOG





Mercedes-AMG S65 Coupé £183k and a 621bhp V12







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Fuel Consumption in MPG (I/100km) for New i30 range: Urban 29.4 (9.6) – 67.3 (4.2), Extra Urban 47.1 (6.0) – for comparative purposes and may not reflect all driving results. Model shown: New i30 Premium 1.6 120PS manual 5 door 5 door hatchback including £2,200 customer saving. Offers available between 1st July and 30th September 2015 inclusive. 5 Year Unlimited Mileage







Audi plots hot all-elec

■ Concept to preview new battery-powered SUV ■ At least 500bhp and 516lb ft ■ Range of

udi will preview a new electric-powered SUV at the Frankfurt motor show this September. It will take the form of what well-placed insiders describe as a "production-relevant zero-emissions concept". It is currently undergoing the final stages of construction at the company's Ingolstadt engineering headquarters.

The high-riding fiveseater is known under the internal codename 'C-BEV' and was initially hinted at during Audi's 2015 annual accounts press conference in April. This electric SUV has been conceived as a direct rival to the all-electric Tesla Model X in an engineering programme instigated by the company's head of research and development, Ulrich Hackenberg.

The C-BEV is claimed to provide clues to an upcoming Q6 SUV model. An initial concept of the C-BEV will be unveiled at the upcoming Frankfurt motor show, prior to "a planned start to sales in key global markets during the second half of 2018".

The basis for the new battery-powered SUV, which is claimed to have a range of "at least 500km [311 miles]", is the latest version of Audi's MLB platform, as used by the recently introduced second-generation Q7.

Sources involved in the development of the C-BEV confirm that it shares elements of its electric powertrain, including its motor and battery technology, with the latest evolution of the R8 e-tron.

However, unlike the R8
e-tron, which has two rearmounted electric motors, each
driving a rear wheel, the new
SUV has three electric motors.
One of these is sited within the
gearbox, while the other two
are mounted on the rear axle,
where each drives a rear wheel.

Keen to project a



performance image for the model, Audi plans to provide the C-BEV with at least 500bhp and 516lb ft. By comparison, the production version of the R8 e-tron has 454bhp and

678lb ft, sufficient to propel it to 62mph in 3.9sec and on to a top speed of 155mph.

Energy for the electric motor will be drawn from a battery mounted low in the car's



tric SUV

more than 300 miles On sale in 2018

platform, which is a mix of hotformed steel, aluminium and carbonfibre-reinforced plastic.

Nothing is official at this stage, although the talk is that the lithium ion battery pack could have a capacity as high as 90kWh. This fits Audi's recent strategy, under which the R8 e-tron's battery has grown from 49kWh to 92kWh in its most recent evolution.

Although the new SUV is still shrouded in secrecy, Autocar understands it will receive individual styling, with a coupélike silhouette similar to that of the BMW X6 and the recently launched Mercedes-Benz GLE Coupé. Audi is also claiming a "sensational Cd value for an SUV" of less than 0.30.

In a move that suggests it will receive the most contemporary infotainment, connectivity and autonomous driving features, the interior architecture is planned to be shared with the next-generation A8 luxury saloon, due in 2017.

To provide what Audi engineers describe as a Range Rover-rivalling ride quality, the C-BEV will use the same underpinnings as the new Q7, although it remains to be seen whether it will receive conventional steel springs or an air spring set-up.

High-performance SQ7 kicks off Audi's 2016-2017 model onslaught



AUDI'S MODEL PLANS are taking shape. The high-performance SQ7 is expected to be the next production SUV to be revealed. It is due to appear at the Detroit motor show in January.

The production version of the Q1 is tipped to be the next major motor show launch after that and will make its debut in Geneva next March. It will share the show stand with the facelifted A3 range.

The second-generation Q5 is further down the line and most likely to appear at the Paris show in October 2016.

The A8 luxury saloon will be replaced in the first half of

2017 and will be revealed in the spring of that year.

Although the new A4 (driven on p30) will make its debut at the Frankfurt show in September, the hot RS4 isn't set to appear until 2017. A twin-turbocharged V6 engine is due to replace its current atmospheric V8.



New Mégane grows up

More mature looks and higher-quality interior for Renault's crucial next-gen hatch; on sale next year

he new Renault Mégane will go on sale in the UK early next year, with its styling heavily influenced by the new Renault Espace and Talisman models.

This more mature and more premium look has been revealed in the French media and has also been evident in recent spy pictures of the Mégane. This suggests that all new Renaults upwards of the Mégane's expected 4.4m length will adopt this look, while the smaller Twingo, Clio and Captur will retain a more heavily stylised design.

The upmarket move is driven by the need for the Mégane,

which is based on the Renault-Nissan CMF platform that also underpins the Qashqai and Kadjar, to compete for sales with the likes of the Volkswagen Golf. The European sales success of the Peugeot 308 has also added further impetus to Renault's ambitions.

The interior of the new Mégane is expected to feature higher-quality plastics and a sharper design than before, with many control functions on top models transferred to a large central touchscreen, as available on the new Espace. Depending on spec, cars are expected to get either a 7.0in or 9.0in touchscreen, while

the interior is said to have been designed with a greater focus on driver ergonomics.

Five-door and estate models will be sold, with Renault expected to make more of the Mégane's sporty credentials on these models. It is not known if a three-door coupé model will be part of the line-up.

Spy pictures have shown the car testing with a roof-mounted lip spoiler, while the roofline is notably more raked than that of the Golf. It is not expected to get the Talisman's four-wheel steer facility, however, as the technology is seen as too expensive to be justified by buyers in the sector.



The new Mégane is expected to be unveiled at the Frankfurt show in September and go on sale in the UK early next year. It is seen as key to Renault's continuing sales growth, with the Mégane having won the

European Car of the Year award in 2003 and been the best seller in its class just after launch. Nearly 1.45 million have been sold since the current model went on sale in 2008.

TOM WEBSTER

VOLVO SNAPS UP POLESTAR

Volvo is lining up a series of high-performance hybrids after taking full control of tuner Polestar. The two firms have already collaborated on production cars, with Volvo expecting to sell about 750 V60 and S60 Polestars this year.



HARDCORE HUAYRA SPOTTED

A more focused version of Pagani's Huayra has been spied. Expected to be called the Huayra R, the mule has larger exhausts, a front splitter and different brakes. It's likely to rival McLaren's P1 and have more than the standard car's 730bhp.







HILTON HOLLOWAY

Will the Mégane sell here?

RENAULT TOOK A lunge upmarket at the turn of the century with the bustle-backed Mégane. Sales soared for a few years, then fell of a cliff. Then came today's Mégane, which looks hastily styled and lacks character.

In the UK, Renault has suffered badly. In 2005 it had 7% of the market, but sales then collapsed. Renault UK axed the Modus, Wind, Laguna, Espace and Kangoo in 2011 and its market share bottomed out at 2% in 2013.

The good news is that the current Clio and Captur have hit the spot, with UK sales leaping from 46,173 units in 2013 to 66,334 in 2014 - a 44% increase.

But the Clio and Captur are fun, affordable cars. With the new Mégane, Renault wants a different image that suggests a deeper quality. Cracking that in the UK will



be harder than in the rest of Europe, because Renault isn't importing the impressive new Espace or the Lagunareplacing Talisman saloon, both of which would have reinforced the positioning of the



Renault working on hybrid power for its hot road cars

help because of the CO₂

[savings]. What's also great

with electric motors is the

acceleration. We're working

on it, but we cannot go too

RENAULTSPORT is open to the prospect of using hybrid powertrains to enhance its future Renault performance models, according to the company's managing director, Patrice Ratti.

Asked at the recent FIA Formula E Championship round in London whether he could see a future in which electric and hybrid technology would be applied to Renaultsport road cars, Ratti said: "I like to. Today the problem of a fully electric sports car is that you need a lot of batteries, but we're also working on hybrid for sports cars.

expensive with technology." Renaultsport's current crop of high-performance road cars – such as the Clio

RS 220 Trophy (above) and Mégane RS 275 Trophy use petrol engines. Renault's performance

division, which is based at Les Ulis, near Paris, handles the French car maker's motorsport activities as well its performance road cars and is closely involved in the new Formula E single-

Ratti said Formula E is playing an important role in accelerating the development of electric vehicles by improving battery technology.

"In a few years' time, I am sure we will have three or four times the range we have today," he said.

He also thought electric and hybrid systems could be mature enough "within five to 10 years" to be introduced on performance cars, but he also said: "In electronics you never can tell; it could be even faster than we predict."





NEW ENTRY POINT FOR X-TRAIL

The Nissan X-Trail line-up now features a new entry-level model powered by a 161bhp 1.6-litre petrol engine. The new model brings the starting price for Nissan's crossover down to £21,995. It is available for deliveries from August.



MORE POWER FOR BAC MONO

The 2016 BAC Mono has got a new, more powerful engine. The 2.5-litre four-cylinder Ford-derived unit has been fettled by Mountune to produce 305bhp and 227lb ft. BAC says it is enough to get the Mono to 60mph in 2.8sec.





Fabric-roofed four-seater has been spotted in S63 AMG guise ahead of the start of UK sales in 2016

ightly disguised prototypes of the Mercedes-Benz S-Class Cabriolet have hit the road in Germany ahead of a planned unveiling at the Frankfurt show in September.

This is Mercedes' first
S-Class Cabriolet. Known by
the internal codename C222,
it is being pitched as a rival to
the Bentley Continental GT
Convertible. Prices are set to
range from £100,000 to more
than £200,000 when UK
sales start early next year.

Caught here for the first time is the range-topping S63 AMG model, which receives the same 577bhp twinturbocharged 5.5-litre V8 engine as the S63 AMG Coupé.

The line-up will also get a 449bhp 4.6-litre V8 in the 5500 Cabriolet. Later on, Mercedes will add a 621bhp 6.0-litre V12 in the S65 AMG.

Autocar understands the S-Class Cabriolet will be sold with standard rear-wheel drive and four-wheel drive will be optional on at least one model.

Other technology includes an advanced tilt function, which forms part of a reworked Magic Body Control system that makes the car lean into corners in a similar way to a motorcyclist. The same system also has a function that digitally scans the road surface and alters the stiffness of the hydraulic dampers.

The cabriolet uses what sources call the largest folding fabric roof yet to enter series



AMG prepares to embrace hybrid power by 2020

MERCEDES-BENZ R&D BOSS Thomas Weber has confirmed that petrol-electric AMG performance cars could be on sale by 2020.

Weber has said Mercedes is looking at adapting its current

hybrid powertrain technology for use by its AMG performance division, with production cars likely to arrive by the end of the decade.

Weber told Autocar there is increasing pressure on AMG

Mercedes is looking at developing existing hybrid tech for AMG cars

to reduce the CO₂ output of its model lines and the most effective way may be to apply its existing hybrid technology.

"Every car line has to reduce fuel consumption — even AMG," said Weber. "No one part of our business can be carried on the back of another. It's a huge task to reduce AMG fuel consumption but we've realised that it's also a huge opportunity."

The EU's latest weighted CO₂ emissions regime gives Mercedes parent company Daimler a target of 101g/km to aim for by 2020. In that year, 95% of the company's overall

European sales volume will need to conform, but in 2021 all of its new cars will count towards the average. If the target is missed, Daimler will be obliged to pay hefty fines.

"We haven't done it so far, because right now the customer wouldn't buy it," Weber said. "AMG customers tell us they want the sportiest performance option available in any given sector of the performance market. We don't know when they will be ready for hybrid.

"But in our development department, we are already planning for the time when we will have to offer them something special. We have to be prepared that, by 2020, it could be necessary to introduce an AMG hybrid."

Weber also gave guidance on the technology under consideration.

"A simple e-boost solution [similar to Mercedes' current Bluetec Hybrid set-up, with a relatively small battery and motor] could help us to add power and regenerate energy by braking," he said. "It also has the advantage of already being in large-volume production. The system has to be light and cheap."



production. The fully automatic roof has been styled to replicate the coupé's roofline.

Changes from the coupé include a beefed-up windscreen frame, altered belt line treatment, new rear wing panels and a heavily reworked bootlid. To retain its lines when the roof is lowered, there is a large tonneau cover behind the rear seats.

Inside is seating for four, with individual, electrically adjustable rear seats. Because of the roof storage, the boot capacity fails to match the 400 litres of the coupé model.

The cabriolet is also set to get a wide range of highend driver assistance and safety systems, including a head-up display, adaptive headlights with automatic high-beam assistance, the semi-autonomous Distronic Plus system with steering assistance, and infrared night-time vision.

GREG KABLE

We ride in the new C-Class Coupé



THE MERCEDES C-CLASS Coupé is being launched later this year and we've had a ride in the new model.

The rear of the prototype to which we've been privy features two individual seats separated by a centre console, effectively making it a 2+2. Because of the plunging roofline and heavy tapering at the rear of the glasshouse, the rear seats of the C-Class Coupé have been moved forward and inwards from the position they occupy in the C-Class saloon in order to provide sufficient head and shoulder room.

That said, the rear is not exactly easy to enter, and nor is it particularly roomy. It's fine for children under double-digit years, we'd suggest, but it is not ideally suited to adults for longer journeys.

Because of the drop in seat height, you immediately feel more encapsulated in the new two-door than you do in its four-door sibling, further adding to the overall feeling of sportiness. With a larger boot than the old C-Class Coupé's, it's also more practical than before.

When it reaches the UK, the C-Class Coupé will offer a wide range of petrol and diesel engines, ranging from the 154bhp turbocharged 2.0-litre four-cylinder unit of the C200 Coupé base model through to a 503bhp twin-turbocharged 4.0-litre V8 in the range-topping C63 AMG Coupé.

'Our' prototype is a midrange C300 Coupé. It runs a turbocharged 2.0-litre fourcylinder petrol engine that has been tuned to deliver 241bhp and 273lb ft.

A press of the dashboardmounted starter button and a touch of the sports exhaust button on the high centre console confirm Mercedes' efforts at ratcheting up the sporting appeal of the new car. With a blip of the throttle, a raspy timbre is released as a flap opens to increase the volume of the exhaust.

From the off, the new C-Class Coupé feels and sounds more spirited than the C-Class saloon with which it shares its mechanical package. With a kerb weight pared by 90kg over the old C-Class Coupé's despite an increase in external dimensions, it is brisk and smooth under acceleration.

From the passenger seat, it is also clear that mechanical refinement and overall suppression of road noise have been improved at typical motorway cruising speeds, further enhancing the aural qualities of the tuned exhaust.

First impressions suggest that this compact executive coupé is a more stylish, spacious and dynamically adept proposition than its immediate predecessor. **GK**

NEW MERC E63 AMG TIPPED FOR 600BHP

The new Mercedes E63 AMG will have "the next step" in the development of the 4.0-litre V8, which means it will have "something in the range" of 600bhp, according to sources. This is notably more power than that of the Mercedes-AMG GT sports car, which has 510bhp.

This engine would put the E63 even further ahead of the Audi RS6 and BMW M6, both of which offer 552bhp. It would be the first time that the super-saloon power war hit 600bhp for a standard production car.

The new E63 is expected to be lighter than the outgoing version and will be the first AMG model to use the new nine-speed automatic transmission.

There is no confirmed date for the E63's arrival, but it is expected to go on sale in 2016, after the standard E-Class's launch at the start of next year.







cLaren will replace its current 650S models with an all-new supercar in 2018, Autocar has learned. Currently referred to as the P14, the new model forms part of the British manufacturer's commitment to launch a new model every year.

The car is expected to feature McLaren's carbonfibre tub and 3.8-litre twinturbocharged engine, although its power output will be extended beyond the 641bhp of the 650S

Peak power of 660bhp would match the P14's closest current rival, the Ferrari 488 GTB, and still allow the 675LT to crown McLaren's Super Series range. However, because the 675LT is limited to just 500 units, McLaren may choose to surpass that car's 666bhp output as well.

To beat the Ferrari, McLaren will have to ensure the P14

can reach 62mph in less than 3.0sec and attain a top speed of more than 205mph.

The P14's styling is understood to represent a clean slate for McLaren, as well as setting the company's design template for its next batch of models.

McLaren design director Frank Stephenson has already said the P14 will be "even crazier" than the P1 hypercar, but the company's established hallmarks, such as its distinctive side-mounted air intakes and front bumper design, are likely to remain.

The P14 will still feature an extreme design language, because McLaren regards this as a way to keep the emotion associated with its brand at a high level.

An open-top variant is also planned and, like today's 650S Spider, it will feature a folding hard-top roof. Although the 650S Spider was launched at the Geneva motor show in 2014 alongside the 650S Coupé, McLaren's current launch strategy means the convertible P14 is likely to be seen around a year after the coupé goes on sale.

Prices for the P14 are expected to rise over those of the current 650S, which is £192,250 in coupé form and £215,250 as a convertible.

DARREN MOSS

Spider and GT versions set to swell 570S line-up

A SPIDER VARIANT of the McLaren 570S will be launched in 2017, soon after an expected GT variant, company sources have confirmed.

The new open-top 570S is set to keep the coupé's twin-turbocharged 3.8-litre V8 engine and should come with the same 562bhp and 443lb ft of torque.

Like the 650S Spider revealed at the 2014 Geneva motor show, the 570S Spider will have a folding hard-top roof. The 650S Spider weighs just 40kg more than the 650S Coupé, and if a similar weight difference can be achieved with the 570S, the drop-top should have a kerb weight of around 1350kg.

Despite the car's expected additional weight, McLaren has a track record of extracting almost identical performance figures for its spider and coupé equivalents. So the 570S Spider should be capable of getting close to or matching the coupé's 0-62mph time of 3.2sec and

its 205mph top speed.

The price gap between McLaren's coupé and convertible models is typically about £20,000, which means a price of around £165,000 is likely for the 570S Spider. The coupé starts at £143,250.

The Spider will arrive about 12 months after an all-new bodystyle, the 570S GT, which is believed to be going on sale next year. The GT will be a more spacious and practical model, designed with long-distance touring in mind.

The 570S GT is also expected to keep the standard

car's powertrain but will come with additional storage space – most likely resulting in minor styling changes – and a more luxurious interior.



HYUNDAI PLANS PRIUS RIVAL

Hyundai is readying a hybrid Toyota Prius rival for the end of 2016. A concept is expected at the Frankfurt show in September. The hatch has been spotted testing and is based on a platform developed by sister brand Kia for its own hybrid.



VUHL 05 TO HIT UK FROM £60K

The Mexican-made Vuhl 05 sports car will go on sale in the UK later this year at a starting price of £59,995. It's powered by a 2.0-litre Ford Ecoboost engine that produces 285bhp and is claimed to reach 62mph from rest in 3.5sec.





Hyundai ponders baby SUVs

New crossover based on i20 supermini is on the way and could be joined by an even smaller model

yundai is poised to launch an i20-based crossover in Europe as a rival to the Nissan Juke and is evaluating an i10-based crossover as it determines how far the trend for downsized soft-roaders can extend.

To date, Hyundai has taken a cautious approach to the booming small SUV market, claiming it would only launch models when there was global demand for them. As a result, the Qashqai-sized Tucson is currently its smallest globally sold crossover.

However, while Europe has led the way with sales of Juke-sized crossovers and SUVs, there is now a growing appeal for such cars in Asia. Consequently, Hyundai is launching the mid-size Creta in selected emerging markets, while insiders suggest that an i2O-based crossover is being developed for launch in Europe within the next two years.

"We were a little nervous that the segment was just a fashion statement, but it does seem to have some longevity," said Hyundai UK boss
Tony Whitehorn. "As more manufacturers get involved in the class, it helps build a case.

We're definitely evaluating it."

Whitehorn also admitted that an i10-sized crossover was under evaluation but was further from production reality. However, the fact that Hyundai is considering such a model adds credence to rumours that several car makers are poised to launch a new breed of baby SUVs.

"The question is whether such a vehicle could ever be credible – and what emphasis it needs to be credible," said Whitehorn. "Some B-segment SUVs look rugged, while others are style-led. We have to ask where an A-segment SUV would sit in that range.

"Entering an all-new sector of the market is incredibly risky, but obviously the rewards can also be quite substantial."

A move to launch a city car-sized crossover would potentially be hindered by a European sales focus, as it would be unlikely to sell in big numbers in either the US or China – the world's biggest car markets. However, SUVs are traditionally more profitable than standard cars, adding impetus to the business case.

JIM HOLDER



JIM HOLDER

How small can SUVs go?



THE CURRENT BOOM in small SUV sales is manna from heaven for car manufacturers. Consumers are prepared to pay thousands of pounds extra for the elevated driving position and perceived status that such models convey, even though they're fundamentally no bigger than a standard hatch and cost little more to manufacture.

Nissan led the way, first with the Qashqai and then with the smaller Juke, and by stealing a march it has carved a lucrative niche. Little wonder, then, that others are following close behind – and investigating ways to leapfrog their opposition.

The question the manufacturers face is how far they can stretch the car-buying public's acceptance of the theme. Can a city car be adapted to look and feel like a credible SUV? And, most crucially, will people pay a premium for the experience, and will that be enough, given the infamously slight profit margins on small cars?

It will be a brave manufacturer that jumps into the A-segment SUV arena first.



Kia promises first sports car by 2020

KIA WILL LAUNCH its first sports car "by the end of the decade", according to UK boss Paul Philpott.

Details of the new model are limited, although Kia says it will draw from the knowledge it has gained from developing the widely admired GT and Stinger GT4 concepts. The GT is

an elegantly aggressive four-door, rear-drive coupé, while the Stinger is a more compact coupé in the mould of the Toyota GT86.

The new car will be a model in its own right rather than being based on another Kia and will be "affordable", according to Philpott. He added that it will need to be



sold worldwide to achieve viable production numbers.

Such a move means the US market will influence its format heavily, although Philpott expects the model to contribute usefully to Kia's ambition of selling 100,000 cars annually in the UK before the decade is out. This year the company expects to sell slightly more than 80,000 vehicles here.

Philpott also confirmed that a B-segment crossover, designed to compete with Nissan's Juke, will arrive within two years. Kia previewed a possible crossover with the Provo concept at the 2013 Geneva motor show. "We'll do it right and be a force to be reckoned

with," said Philpott.

Following a relatively slow period of new model introduction – the latest Sorento is the brand's only new model in 2015 - there is set to be a spate of new models from Kia as several models approach the end of their six-year life cycles. Key among these will be the replacement for the bestselling Sportage crossover. It will appear early next year, preceded by the UK launch of the new Optima saloon revealed at the New York motor show in April.

The next Picanto will arrive in 2017, but no date has yet been set for the debut of the new sports car. RICHARD BREMNER

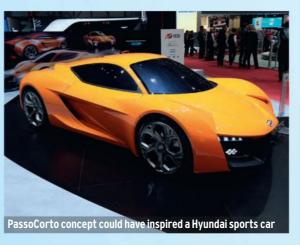
Hyundai uncertain on sports car future

HYUNDAI IS CONTINUING to monitor the sports car market for a possible future launch but has yet to make a business case for such a car, according to UK boss Tony Whitehorn.

Now-departed Hyundai Europe boss Allan Rushforth had previously said the firm was looking at a premium sports car to help increase the emotional appeal of the brand, with inspiration coming from 2014's PassoCorto concept. However, since Rushforth left Hyundai for Nissan, the idea appears to have been put on the backburner.

"Not many people make money out of sports cars," Whitehorn said. "The sports car market is shrinking dramatically, and even firms with heritage and a great product are struggling. Aside from the Audi TT and Mazda MX-5, it is a tough place to be."

Instead, Hyundai is said to currently favour producing warmer versions of its existing line-up, culminating with 2017's N brand launch. "If you can produce cars that add shine to the rest of your range, the case is that much stronger," said Whitehorn.



Confidential

RESEARCH BY BMW suggests that a car's body shape affects only 40% of its aerodynamic performance. The wheel design accounts for 30%, the underbody 20% and the cooling inlets most of the remainder. As a result of strides in aerodynamic wheel technology, there is less pressure on designers to compromise their designs in order to achieve fuel-saving drag coefficients.

PEUGEOT BOSS Maxime Picat feels the PSA group's decision to spin its DS badge off as an independent brand has enhanced the clarity around his company's market positioning. "Peugeot has never wanted to be premium - just to sit at the top of the generalist brands," he said. "We have our specifics, and we have our own space to pursue characteristics that we can benchmark among the best of our competitors, be they in engine efficiency, interior quality and so on."



FERRARI COMMERCIAL chief Enrico Galliera says the performance of the F1 team has little bearing on road car sales. "F1 is the marketing platform," he said, "but look at the road performance versus racing – it's not a strict correlation. The image is so strong, so not connected to short-term success."

MERCEDES IS introducing technology to trick the ear into protecting itself against the noise of a collision. A muscle in the ear reacts to loud noises by contracting, in turn protecting the inner ear. The new E-Class has sensors to predict a collision and sound a "short interference signal" through the stereo. This triggers the acoustic reflex, protecting the ear from the noise of the impact.

GOVERNMENT PLANS to push a car's first MOT out to four years surprised the industry, following consultations last year which strongly advised against it. "It's not good news at all," said Stuart Jackson of Tyresafe. "Now the decision is made, we need to prove it is wrong."



JLR eyes east Europe plant

Jaguar Land Rover plans to set up a major new factory; Poland and Slovakia are fighting to win the near-£1bn deal

he governments of Poland and Slovakia are slugging it out to land a big automotive investment deal that is widely believed to be a new Jaguar Land Rover (JLR) factory.

The deal is tipped to involve a £950 million investment and the resultant plant could have a capacity of up to 350,000 units per year.

Although neither country has publicly announced that it is in talks with JLR, Janusz Piechociski, the Polish deputy prime minister, said at the end of June that the country had reached the sixth round of negotiations with a premium car manufacturer for the construction of a new plant.

Reports in the Polish press

say up to 6000 people could be employed at the new site. The timetable to get the plant running is tight, according to the reports, with construction beginning later this year for production to start in 2019.

Polish reports say JLR is looking for 300-500 hectares, and the two front-running sites are at Sroda Slaska and an airport at nearby Legnica.

There are a number of established car-making centres within reasonable distance of this part of western Poland, including the Polish city of Gliwice, which has both a Toyota and an Opel plant.

These two potential sites are also not that far from Skoda's Mlada Boleslav HQ and Volkswagen's plant in Dresden.

All of this would be good news for JLR's ability to have access to well-established component suppliers.

Not to be left out, Slovakia's government has just revealed that it has changed the laws relating to its 'Act on Investments of Significance' in order to win "the investment of the decade".

Economy minister Vazil Hudack was quoted in news reports as saving that Slovakia missed out on big inward investments in 2014 because it lacked the big industrial parks that companies wanted.

Hudack was also quoted as saving that the decision on the new plant was expected to be made in mid-September.

HILTON HOLLOWAY



HILTON HOLLOWAY

Why is JLR doing this?

JLR PLANS TO build cars in places such as Brazil and Austria and has just started production in Changshu. China. But none of these facilities will be as big as the one currently being finalised for a site tipped to be in eastern Europe.

To prosper over the longer term, JLR needs scale. This probably means



an annual output of around 800,000 units.

Hitting this level means it must dip into lowerprice (but still 'premium') brackets, which makes wage costs a much more important consideration.

No car maker can ignore wages as low as £6.25 per hour in Poland and £7.50 in Slovakia, compared with as much as £18 in the UK.

The truth is that building more affordable cars in a low-wage country is probably necessary to secure the wider JLR operation during the next



Spain's 838bhp supercar hits UK

SPANISH SUPERCAR FIRM AD Tramontana is bringing its closed-top Tramontana R to the Salon Privé event near Oxford this September as it marks the official start of sales in the UK.

The road-legal, entrylevel Tramontana R has a choice of a Mercedessourced 710bhp twin-turbo 5.5-litre V12 or an Audisourced 592bhp naturally aspirated 5.2-litre V10. A top speed of 186mph is claimed, with a 0-62mph time of less than 3.6sec.

The mid-range
Tramontana XTR also
features the V12 engine
and is geared for pure track
performance. In this form,
it has a top speed of more
than 202mph and can
reach 62mph in less than
3.3sec, the firm claims. The

top-level XTR-GT takes the V12's ouput to 838bhp.

Power is sent to the rear wheels through a six-speed sequential transmission. All three models are based around a lightweight carbonfibre tub and have a dry weight of 1350kg.

The cabin seats the single passenger directly behind the driver.

Currently, the Spanish factory can build up to 11 cars per year, and the firm hopes to sell up to three cars in the UK during its first year.

Prices start at €350,000 plus local taxes, so customers in the UK can expect to pay around £300,000 for the Tramontana R. The XTR costs from around £425,000.



Hotter M5 spotted

THE 2017 BMW M5 has been spied testing for the first time.

The disguised prototype, which was seen doing one lap of the Nürburgring, appeared to have a new front end, with extra and wider air intakes. The front end was lower than that of the standard 5 Series, and the test car had dual exhausts and large, perforated brake discs.

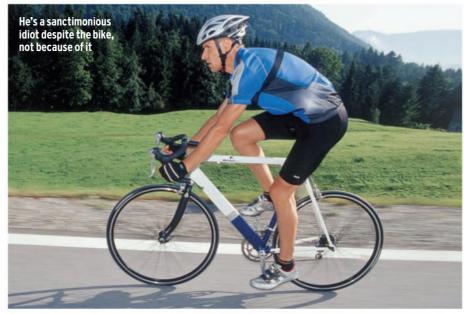
The finished model is likely to

come with a revised version of today's twin-turbo 4.4-litre V8, with a more advanced injection system that is claimed to take the power output close to 600bhp, up from 562bhp.

When it goes on sale, the latest version of the M5 will be offered with the choice of either rear-wheel drive or optional xDrive four-wheel drive for the first time.



Matt Prior



or reasons I suspect my inbox will soon make obvious, this column has steered around the subject of cycling. It should probably stick to something less divisive, like fox hunting or welfare cuts.

But the other evening I was driving home from Wales, on a clear single-carriageway A-road, at around the 60mph limit.

There was one other road user: a cyclist, riding towards me. As we passed, each comfortably in our lane with a large gap between us, he shook his head. For a moment I thought, perhaps, he had a fly behind his sunglasses, but no. It was a shake of disapproval at me. He'd taken sides.

Is this because he was – let me reach for my big book of clichés – a tub-thumping Lycra-clad cycle lout who jumps red lights, mows down pedestrians and doesn't even pay for the upkeep of the road? No. There are no sides here. Just individuals. Bicycles are cool

There are people who don't like cycling who'll complain that cyclists don't pay road tax

and so are most people who ride them. Quite a lot of them drive cars, too. And walk. Who knew?

Matey here just happens to be an insufferable, sanctimonious berk with too much to say about other people's lives and happened to be on a bicycle at the time. I suspect he'd be the same if he were driving a car (although apparently he's not a fan of an Aston DB9) or walking.

There are people like him on both 'sides' of what should remain a non-debate. There are people who don't like cycling

who'll complain that cyclists don't pay road tax, even though it's vehicle tax and, given that it's based on CO2 emissions, would make bicycles free anyway. Or that cyclists don't have insurance, when anybody who lives in a house that's covered by contents insurance probably does have third party liability cover while cycling. (As the Association of British Insurers says: "Your contents policy will also normally provide personal liability cover for you and members of your household when away from your home." It doesn't cover vehicles or horses, nor death or bodily injury to your domestic staff - so don't run the butler down - but it does usually cover you while using bicycles, even electrically powered ones.)

"But they don't even have to have a licence!" Well, most cycling groups would like to see compulsory cycle training in schools, too. And, given that you can pass a driving test at 17 and never have to look at the Highway Code again, it seems ludicrous to me to try to force too much onto cyclists.

So I don't dislike matey because he's a cyclist. I just dislike him, yet like cars and bikes and most people who use either. The short of it is that, legislatively, nothing is going to change. And if you can't change the situation, change your mindset: less angst, more love.



matt.prior@autocar.co.uk

@matty_prior





I want a load of extras for no extra cost. #SR7

11:40 PM







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£5,296 DEPOSIT | £6,498 OPTIONAL FINAL PAYMENT

£119 PER MONTH



9,000 miles p.a. 25 month term on personal contract purchase. Minimum 35% deposit required.



The Power to Surprise

You make us make better cars, like the new cee'd 'SR7' special edition. You want to have your cake and eat it and take a picture of it too. You want reliability and loads of extras like Bluetooth®, reversing sensors and alloy wheels. The SR7 range also comes with our Care-3 servicing package that covers your first 3 services for just £99. You want it, you got it.



Care-3

Fuel consumption in mpg (I/100km) for the Kia cee'd 'SR7' are: Urban 33.6 (8.4), Extra Urban 58.9 (4.8), Combined 46.3 (6.1). CO₂ Emissions

are 143q/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia cee'd 'SR7' between 01/07/15 and 30/09/15 inclusive. You will not own the vehicle until all payments are made. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia cee'd 'SR7' 1.4 98bhp 6-speed manual at £14,650 including £1,000 customer saving. Non offer price £15,650. Customer savings vary by model derivative. Specification is subject to change without notice. Care-3 covers routine servicing and excludes wear parts. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.



A Week In Cars

Steve Cropley



stopping at Keele services north of Birmingham for a coffee. It's a while since I've done a no-nonsense trip in a little car like our Suzuki Celerio, the kind where you concentrate equally on saving time and fuel. It was a pleasure; the absorption took me away from the nonsense on the radio. The 999cc triple's fuel consumption just gets better. My 71mpg was once a figure you'd dream about from a Vespa, let alone a five-seat car.

Only after leaving Crewe did an irony strike me: the place will soon be home to Bentley's Bentayga SUV, one and a half times as long, two and a half times as heavy and eight times more powerful than the Suzuki. The words of Bentayga project leader Peter Guest came back to me: "If WO Bentley had set out to build a car in 2015, I'm sure he'd have made an SUV.

TUESDAY

Lunch with Jaguar design director Ian Callum in the relaxed atmosphere of Rules, the capital's oldest restaurant.

team, More and more they create things I wish I'd designed

Such meetings normally happen at motor shows, where you're chasing the next big thing, so it was a special $pleasure\,hearing\,Callum\,talk$ about his own Jaguar journey.

"It's been a roller coaster," he said. "I've always loved the

vision. I thought it would take 10 years to get things right; 16 years on, we're just about getting there. We've renewed the saloons, launched the F-Type and we're well advanced with F-Pace, the sports crossover I said I'd never design.

"We have a fantastic design team. More and more they create things I wish I'd designed, which is as it should be."

Callum, who still sketches cars for relaxation, believes the post-F-Pace period will be a time for reflection, because the Jaguars beyond will begin a new generation. Exciting prospect.

WEDNESDAY

To Buckmore Park, the Kentish kart track near Chatham, where owner John Surtees. the former car and motorcycle world champion, was hosting a relaunch with new karts, a new logo and bold new plans for an extension of the 0.6-mile track that he hopes will lead to a world championship event.

Buckmore, which nestles in a natural amphitheatre beside the M2 motorway, has played a vital part in UK motorsport, having helped to develop the careers of stars such as Johnny Herbert, Jenson Button, Lewis Hamilton, Anthony Davidson and the late Dan Wheldon. This was a carefree afternoon, with guests taking to the track in the new karts and one or two sitting in with racing driver Scott Malvern in a special high-powered two-seat kart. Reminded me of Michael Schumacher's view of karting: that it was the purest form of competition this side of F1

THURSDAY

To Pimlico Academy in central London to enter my home-built model rocket car in a Bloodhound-promoted competition that's spreading like wildfire in schools across the UK. You pay a fiver for a kit, build a car from foam (plans included), go to a local meeting and race on a 20-metre wireguided course. The Bloodhound crew stick a proper pyrotechnic rocket into your car's chuff, ignite it electrically via a launch button and measure its speed with a radar gun.

The results are spectacular. Even my own 48mph run looked remarkably quick, but the winner's 62mph was truly awesome. And how interesting to discover that even in a footlong foam car weighing almost nothing, you still win by paring weight, reducing frontal area, cutting rolling resistance and refining the aero. I'll do better next time. Details at bloodhoundssc.com.

And another thing...

When the time came to return the electric BMW C-Evo scooter I've been riding for months, I couldn't do it. It has become too convenient, too enjoyable and too much a part of my life. So I'm sending them the money instead.



steve.cropley@autocar.co.uk



FIRST DRIVES

This week's new cars

McLaren 675LT

15.7.15, Silverstone McLaren unleashes the playful side of its Super Series line-up with this more powerful, lighter, more focused version of the 650S



h hello, I didn't expect that. There's this corner on Silverstone's International circuit. Well, there are a few, obviously. But there's this one on the new section at Abbey that in most cars is a fast (and in a McLaren 675LT an extremely fast) left-hand sweep. It's fourth gear and probably taken at around 80mph, although I'm not looking that closely at the speedo because, halfway through it, I apply a bit too much throttle and the 675LT indulges me in what it thinks I'd like it to do and steps smartly sideways.

A McLaren 650S wouldn't have done that. It would have been rather more governed by the grip at its front end, but the limited-run 675LT, which, McLaren says, is a bigger stepchange over the 650S than the 650S was over the 12C, has had its unruly side unleashed. Even though there'll be only 500 LTs, some 33% of it is new compared with the 650S, which the LT supplements in the range. Think of it, although I won't be forgiven for the analogy, as a 650S Speciale. Half of the engine components have been replaced to find an extra 25bhp, taking the 3.8-litre engine's total to 666bhp. That's 675PS, hence that part of the name.

The 'LT' bit stands for Longtail, named after the three McLaren F1 GTR Longtails that were homologated and made to keep the F1 competitive in sports car racing →



In addition to McLaren's usual launch control, there is a setting for smoky burnouts





← in 1997. The F1 Longtail was longer, lighter, faster; so is this car. At £259,500, it's more expensive, too.

LT is now more about philosophy than length, though, because the 675 is only 3cm longer than a 650, but with its new front splitter, 50% larger rear wing and new underbody and side addenda, it makes 40% more downforce than the 650. The body changes are all in carbonfibre, which contributes to a weight saving as well as the downforce increase. The 675, at 1320kg (1230kg dry), is 100kg lighter than a car that was not noted for its portliness in the first instance.

Looking for areas from where to trim 8% of the mass means that even the wiring loom is 3kg lighter, the windscreen glass is 0.5mm thinner and the engine cover is Plexiglass – although its holes, like the vents at the rear and the fact that the radiators have been turned sideways, are about getting heat from the car rather than lightening it.

There are more stats – lots more, like the fact that the conrods are 11% lighter and the engine cuts the ignition

on upshifts so the engine's speed change rate is 55% faster - but what makes the 675 the car it is are the changes to the chassis. The steering rack is faster even than a P1's, spring rates are 27% stiffer at the front and 60% stiffer at the rear, and front tyre grip has been increased by 6%. All of which is centred around making the 675LT more agile, responsive and rewarding – and more of a car that will indulge your childish side in a way that, P1 aside, modern McLarens hitherto have not. They've had launch control, for example, but not a launch mode that will give you massive, long, smoky burnouts. The 675 has one of these.

Not that you'd always know it is wild. McLaren says that, yes, inevitably you'll want to talk about competitors to the 675LT – the Ferrari 458 Speciale is obviously the one that comes to our minds – but that this car has many rivals, not just one, because its breadth remains so broad. So it proves. The 650 was always a car with ride quality to spare, and even though

the 675 has given up a little of the 650's compliance, it still rides with a flatness and composure that track-special sports cars – and plenty of saloon cars, for that matter – simply can't match. This is still a car in which you could comfortably cross a country on your way to a track day.

As a road car, the 675LT is engaging and rewarding. It steers beautifully, the faster rack giving It's willing to tackle a corner at the attitude you choose, rather than just at an attitude that's fast







Alcantara covers the dashboard, steering wheel rim and carbonfibre racing seats; the gearshift paddles and centre console are also carbonfibre





V8 has 25bhp more than a 650S, many new parts and a Plexiglass cover with holes for extra cooling; familiar doors, but the front splitter is new

no hint of nervousness but oodles of feel and finesse. The engine makes a more satisfying sound than ever, the gearshifts are quicker than those of the 650S and the exhaust is prone to popping unburnt fuel. You still get three modes of damping stiffness and powertrain anger, too, so you can turn up the noise yet leave the suspension relatively supple. On the road, where the traction control

is frequently tested and sublimely metered, I recommend you do.

On a circuit, though, it is best if everything is turned to 11, and here's where you feel the greatest difference between the 650S and 675LT. The basics are still there. It's still whoppingly fast and the brakes are phenomenal. There's still a touch of stabilising understeer if you drive smoothly and there's still brake steer.

Track details are available on board; there's more front-end grip than in the 650S

But it's in the details and nuances of the handling balance where the 675 fulfils the potential of this model line – where it $\hat{\mathbf{h}} as$ finally become a truly adjustable mid-engined car, with a nailed-down front end and a tail that will move around under acceleration or be provoked on turn-in. It is quite a bit more mobile and a degree more agile - not only prepared but also willing to tackle a corner at the attitude you choose, rather than just at an attitude that's fast.

The 675 is fast, mind – closer in lap time to a P1 than a 650S around most circuits. But the difference you'll note from behind the wheel is not necessarily how much faster you'll be going than in a 650S, but how much more fun you're having while you're doing it. Until now, I've felt this car - by which I mean MP4-12C, 12C and 650S - has just needed to loosen its top button, worry less about impressing people and kick back and unwind a little. In the 675LT, it has become precisely that car. The only shame is that all 500 are sold.

MATT PRIOR



MCLAREN 675LT

Limited-run car brings out the very best in McLaren's Super Series. Superb on road and track



Price	£259,500
Engine	V8, 3799cc, twin-turbo, petro
Power	666bhp at 7100rpm
Torque	516lb ft at 5500-6500rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1320kg
Top speed	205mph
0-62mph	2.9sec
Economy	24.2mpg
CO ₂ /tax band	275g/km, 37%





e've been here before: not only does the new, fifthgeneration Audi A4 look fairly similar to its predecessor, but the messages about the car coming out of Ingolstadt are familiar, too.
When the outgoing car was

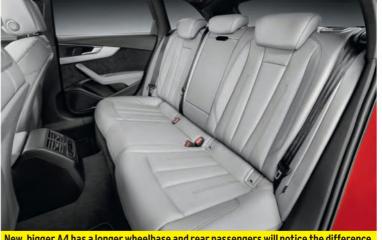
launched in 2008, Audi told us the new model was bigger, more dynamic, cleaner and more spacious inside and featured more technology than the version that it replaced.

Our road test team was less convinced by the sum of those parts, awarding the car a 3.5-star rating out of five and bemoaning that it didn't quite live up to the lofty claims of its maker. Mind you, that didn't prevent the A4 from selling strongly around the globe and, to be fair, Audi improved the car in many key areas during its lifetime.

Guess what? The new version is bigger (marginally) and the message from Ingolstadt is that it is more dynamic, roomier, cleaner and more tech-laden than the outgoing car. So what makes Audi's case more compelling this time around?

Despite the external styling being similar, there have been some much more radical technical changes under the skin, all of which have contributed to making the new A4 a more refined and sophisticated car.

The Audi A4 will make its first official appearance at September's Frankfurt motor show and go on sale in the UK in November, but Autocar had early access to drive >



New, bigger A4 has a longer wheelbase and rear passengers will notice the difference



The quest for greater refinement

AUDI HAS PUT a lot of effort into cutting wind noise and that included resiting the exterior mirrors. "The old car had a problem in the mirror area and so on this car we moved the mirror to a place that is better for wind noise," said Audi's head of total vehicle development, Michael Neumayer. "It's easier to mount it in the old position because it's so stiff, but to put it onto the door, we had to work to incorporate some stiffness into the door panel itself."

The A4's levels of refinement were pushed forward by technical chief Ulrich Hackenberg and his fastidious approach. "He'd drive our development cars every two weeks and point out where we needed to improve," said Neumayer.



← pre-production versions in the Black Forest in Germany.

Despite the similar look and shape, the new A4 saloon is slightly longer and wider than its predecessor and has a longer wheelbase. Audi claims a class-leading drag coefficient of 0.23 for the A4 saloon thanks in part to the adoption of a largely flat undertray and detailed sculpting around the rear end. Along with reductions in rolling resistance, mechanical friction and engine noise isolation, the changes mean that the A4 is capable of cruising extremely quietly.

This in turn enhances the premium ambience of sitting in a cabin that sets a class standard. It's comfortable, tastefully adorned and thoughtfully laid out, offering decent occupant space in most dimensions, controls that are angled slightly towards the driver and luggage space broadly on a par with rivals.

As a top-spec option, the 'virtual cockpit' multimedia and instrumentation system first seen in the Audi Q7 has been carried over in its entirety. It offers superb clarity and an incredible array of ways to present the driving information, navigation or infotainment data.

So far, so premium, but Audi has also promised us better driving dynamics with this car, and that's where more widespread mechanical changes come into play.

First, there's the weight saving. As with the recently launched Q7, Audi has hacked weight out of the A4 and some derivatives are up to 120kg lighter than their predecessors.

Then there are the reworked engines. Among several left-hand-drive derivatives we tried was the 2.0 TDI, which is expected to be one of the biggest sellers in the UK market.

The engine we tested has more power than its predecessor, at 188bhp, and is also cleaner, emitting just 107g/km of CO₂ when driving through Audi's optional seven-speed S tronic dual-clutch automatic transmission.

The four-cylinder turbodiesel is strong and flexible from low revs and only becomes more vocal when being





Flat undertray and detailed aerodynamic work at the rear enable a slippery 0.23 drag coefficient, which adds to the quiet, refined cruising ability





New A4 is natively front-wheel drive but quattro four-wheel drive is available; Audi's multimedia control set-up allows for intuitive navigation

asked to work hard on steep inclines. Otherwise, it sounds and feels well isolated from the cabin. It's hard to fault the S tronic transmission, which performs unobtrusively when left to its own devices.

The lighter, more powerful A4 also benefits from a newly developed suspension system, which now uses a multi-link arrangement at the rear as well as at the front.

Our test car was equipped with comfort-orientated passive suspension – one of several options available on the newly developed layout - and it showed that the Audi's ride is more limber than that of its brittle-feeling forebear, if still slightly on the firm side.

It'll take a full domestic test drive to determine whether it works as well on our roads and also whether the optional adjustable shock absorbers are preferable to the fixed standard components, although Audi is planning further testing on these shores to assess whether UK-bound cars would benefit from a bespoke suspension tune.

The new A4's steering is more feelsome, too, at least in its standard setting. The version we drove came with Audi's Drive Select system, which enables the driver to alter the characteristics of the throttle, steering and S tronic gearbox for increasingly direct levels of response.

There's a notable step between the settings, although the extra resistance of the new electromechanical steering in its Dynamic setting feels less natural. The personal preference of Audi technical chief Ulrich Hackenberg is to use Comfort, and that's a good enough recommendation for us.

The way the front-wheel-drive Audi handles is by no means going to prompt BMW to rethink its reardrive philosophy overnight, but it feels very composed.

Indeed, the new A4 is impressive in all respects, but most notably for the hushed, slick and refined manner in which it drives, as well as its overall ambience of sophistication.

This Audi has to be good. The competition in the compact premium segment in which it dwells is rapidly intensifying, and the new A4 will have to fight for sales against the Jaguar XE, a revised BMW 3 Series and the Mercedes-Benz C-Class.

The early signs are that the A4 isn't going to disappoint when its final production specification is nailed down. On the evidence of our early test drive, the engines look competitive in terms of performance, frugality and emissions, which should put the A4 on the shopping lists of company car drivers, too.

We're slightly reserved in our judgement for one reason: our first test of a UK model in the autumn will define exactly how well the new A4 copes on our roads and determine how well Audi has re-engineered the car for right-hand drive, which is something that, we found, was below par in the outgoing model.

For now, though, there are plenty of positive signs that Audi is about to make the decision making in this hotly contested market segment even more difficult.

MATT BURT



AUDI A42.0 TDI

A4 takes a big step forward, based on driving pre-production versions. Superbly refined and sophisticated



Price	£31,500 (est)
Engine	4 cyls, 1968cc, turbodiesel
Power	188bhp
Torque	na
Gearbox	7-spd dual-clutch automatic
Kerb weight	1430kg (est)
Top speed	147mph
0-62mph	7.7sec
Economy	68.9mpg (combined)
CO2/tax band	d 107g/km, 19%



16.7.15, Surrey Renault's motorsport division hopes to rediscover some of its hot Clio's lost lustre

t's fair to say that, thus far, the current Renault Clio RS has been a disappointment. Previous to it, four generations (five if you include the Williams) of the Renaultsportfettled supermini were imperious, successive class leaders, and most were an object lesson in cheap fun. Their replacement managed to be none of these things, saddled as it was with too many doors, too little power and a fun-dampening EDC dual-clutch automatic gearbox.

Its shortcomings, one suspects, were not lost on Renault's famed motorsport division, because many of them have been addressed in this, the 220 Trophy version. It's still a five-door and still an automatic, but the '220' in the name refers to a 10% power hike to the car's now Euro 6-compliant turbocharged 1.6-litre four-cylinder petrol engine, its new 217bhp output distinguishing it from the 197bhp variant still below it in the pecking order.

The extra power comes courtesy of a marginally larger blower and an engine remap. An increase in boost

pressure delivers more peak torque, too: 192lb ft at 2000rpm. It's an improvement so crucial to the Clio's driveability that it migrates to the cheaper 200 as well. Exclusive to the Trophy, however, is a "substantially recalibrated" EDC 'box, which now shifts 50% faster than before, and a bespoke chassis set-up.

This includes substantially firmer springs (the rear twist beam has been stiffened by 40%) and dampers to match. The steering ratio has been reduced, too, for more directness, and the standard 18in wheels are teamed with Michelin Pilot Super Sport tyres, for more traction. There's still no proper limited-slip diff (Renault's RS Diff is an electronic emulator) but there is launch control and the potential for 47.9mpg economy if you go nowhere near the former.

To look at, the Trophy is noticeably lower. Previously, even in Cup form, Renault barely dropped the car at all. Here, it is 20mm lower at the front and 10mm at the back, making it a much squatter prospect – and a more fetching one in a matt white colour

scheme that adds both a gloss black roof and £1300 to the bill. Extra badges feature, too, while inside there's a leather-bound wheel and some carbonfibre-effect trim.

Everything else around you remains the same, including the dull, hollow clunk of a gear selector more suited to a worn-out SUV than a new supermini. Renault has reduced the travel of the associated columnIt isn't rampantly quick, but a Ford Fiesta ST might find itself going backwards now







Trophy-spec highlights include a leather-bound steering wheel; the action of the shift paddles is marginally improved but still lacks crispness





Turbocharged 1.6-litre four-cylinder engine now makes 217bhp and 192lb ft; the Trophy retains the five-door layout of all other Renault Clios

mounted paddles by 30% but there's still no crispness or click to them, just a gummy 'meh' of wilting resistance.

This lack of fingertip fulfilment is all the more frustrating because $shifts\,do\,indeed\,possess\,far\,more$ zip, which, happily, proves to be a merit of the Trophy in general. One of the turbocharged $C\bar{lio}$'s most disappointing traits was an inability to feel remotely brisk when left in auto mode, but thanks to the extra torque - and an extra 15lb ft that only the Trophy gets in fourth and fifth - the range-topper feels not only livelier but also easier to get along with.

That's without trying. Thumb the RS button for its 'race' setting and the new-found liveliness nears actual exuberance. The engine's additional muscle is further enhanced by seemingly greater lung capacity, with a revised air intake and exhaust meaning the four-pot threshes its way to a higher 6800rpm rev limit with rasp and far greater gusto.

The result isn't rampantly quick like an Audi S1 or Mini Cooper S (both a further leg up the ladder),

but a Ford Fiesta ST might just find itself going backwards now. Don't expect corners to slow it up much, either. The Trophy lives up to its suspension's billing, negating the 200's weight transfer tendencies by barely dipping a wing at turn-in and thereafter transforming the engine's faster, freer spin into a balanced and properly tacky mid-bend hunker one made all the more palpable by a steering rack that has had some of the old responsiveness returned to it.

The downside of turning up the chassis' wick is that a substantial bite has been taken out of the Clio's ride comfort – previously one of its most likeable assets. The uncompromising approach now taken to vertical body movements is decidedly old school, so expect jowls to jiggle in town and bottoms to leave seats on bumpy B-roads. Clearly this speaks to the Trophy's circuit-focused tuning – a stated objective - and is of the type that a right-minded niche buyer probably wouldn't blanche at.

Whether the Clio still appeals to that kind of audience now, though, is questionable. Some of the old Dieppe pixie dust has been sprinkled here, but it settles only patchily on what is a resolutely expensive five-door, twopedal product. Renault made the RS softer, slower and more sensible to lure the masses, but restiffening the sinews won't guarantee the gushing return of a hardcore minority especially as most of them are now Ford customers, driving a replica of the cheap, three-door, three-pedal, three-times-the-fun machines that Renaultsport spent the best part of two decades championing.

Rather than chasing lap times, Renault would have been better served here by simply splicing its improved powertrain to the existing Cup chassis and cleaving £2k from the £21,780 price. As it is, the Trophy is still by far the best EDCequipped Clio we've driven and a fine alternative to something like the Peugeot 208 GTi 30th. But its imperfections are marrow-deep and, for once, a single-minded special edition isn't necessarily the solution.

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n the six years since its launch, the BMW X1 has garnered 730,000 sales worldwide, making it easily the most successful entry in the compact premium SUV class. So this Mk2 model has a lot to live up to.

BMW has given its new SÛV a more rugged appearance than its predecessor's. There's a much bolder front end, with angular headlights, foglights sited within the front bumper, a contoured bonnet, prominent wheel arches, a more heavily structured body and greater ground clearance.

The new X1 is 36mm shorter but 21mm wider and 53mm taller than the old model, although it rides on a 90mm longer wheelbase and its tracks have been extended by 61mm at the front and 32mm at the rear. It makes use of BMW's UKL platform, which sites the engines transversely rather than longitudinally and makes the X1 now nominally front rather than rear-wheel drive. Combined with the altered exterior dimensions, the new platform is also key to providing more interior space.

The X1's cabin is similar to that of the 2 Series Active Tourer. The overall fit and finish are quite good, but certain elements look and feel disappointingly cheap. Ergonomically, though, it is sound. The driving position has been raised by 36mm, but it is in the rear where the added space is most noticeable. BMW claims an extra 37mm of knee room with the standard rear seat, which is now set 64mm higher than before, extending to an extra 66mm with an optional sliding rear seat.

The new X1 will be offered with a choice of turbocharged 2.0-litre petrol and diesel engines in varying states of tune and in combination with either a standard six-speed manual or eight-speed automatic gearbox, depending on the model. As with the range-topping X1 xDrive25d driven here, most models have fourwheel drive as standard.

The 228bhp, 332lb ft xDrive25d serves up an impressive blend of performance and fuel economy. This is reflected in the 6.6sec 0-62mph time and 146mph top speed claims,

combined fuel consumption of 56.5mpg and a CO₂ rating of 132g/km.

What's really noticeable is the improvement in the shift quality of the gearbox. The standard eight-speed automatic on the range-topping diesel brings an altogether smoother and more eager action. It also comes as standard with BMW's Driving Experience Control, offering Comfort, Sport and Eco Pro settings.

The good news is that the X1 continues to be a highly rewarding drive and has the agility to shame many hot hatches. The chassis balance is superb and provides the X1 with fluid and responsive handling, both around town and on the open road. The optional electro-mechanical variable-ratio steering fitted to our test car proved responsive and communicative, too, and body control ranges from family-car respectable to sportingly taut, depending on the driving mode. Grip levels are plentiful and the permanent four-wheel drive on the model we drove ensured that traction was never in doubt.

The drawback is a somewhat compromised ride. In a bid to provide class-leading body control, the X1 is relatively firmly sprung and damped, with quite aggressive compression and rebound characteristics.

There's sufficient compliance in Comfort mode, but the otherwise impressive refinement is occasionally challenged by sharp vertical movements and excessive road noise.

An upcoming drive in the UK will tell us if our reservations will be a real issue, but from what we've seen so far, the new X1 is superior to its hugely successful predecessor. BMW's optimism for its new SUV is such that it has shifted production from its Leipzig plant to the more flexible Regensburg facility to ensure it can keep up with the demand. That may well prove to be a wise decision. **GREG KABLE**

BMW X1 XDRIVE25D

Agile, rewarding to drive and roomier than before, if a little firm riding. It'll be a big seller



£36,060 (est)
4 cyls, 1995cc, turbodiesel
228bhp at 4400rpm
332lb ft at 1500rpm
8-spd automatic
1575kg
6.6sec
146mph
56.5mpg (combined)
132g/km, 24%





Cabin is ergonomically sound, but perceived quality is so-so in places; handling is fluent and agile, while traction is never an issue





4.7.15, Netherlands Plug-in petrol-electric hybrid promises urban frugality and daily practicality

the Volkswagen Passat GTE is the latest in a long line of ultralow-emissions mid-sized plug-in hybrids. To be sold in saloon and, as driven here, estate forms, it can run exclusively on electric power or on a mix of petrol and electric power.

The Passat GTE uses a specially tuned version of VW's 1.4 TSI engine that develops 164bhp and 184lb ft. The engine is supported by an electric motor located within the six-speed dual-clutch automatic gearbox, from where it produces 113bhp and 243lb ft. The motor, which is powered by a 9.9kWh battery sited under the rear seat, can operate on its own or in tandem with the petrol engine. VW quotes combined outputs of 215bhp and 295lb ft – 14bhp and 37lb ft up on the Golf GTE, with which it shares some elements of its powertrain.

The driver can choose between E-mode, Hybrid, Battery Charge and GTE modes. VW claims an electric range of up to 31 miles and speeds of up to 81mph in E-mode. In GTE mode, the petrol and electric motors combine to enable a 0-62mph time

of 7.6sec and a 140mph top speed. Combined fuel economy is 176mpg and CO₂ emissions are just 37g/km.

Charging time on 240V mains electricity is put at 4hr 15min, although an optional 360V wallbox can provide a full charge in 2hr 30min. With its tank brimmed and the battery fully charged, the claimed range is 622 miles.

On the one hand, the Passat GTE is a highly practical car with a useful zero-emissions range. On the other, it's a refined long-distance cruiser. Just don't think of it as a performance car. Despite its reserves, it's 350kg heavier than the Passat 1.4 TSI.

The Passat GTE sports a unique front bumper with distinctive LED daytime running lights, blue accents within the grille and GTE decals on the wings. Inside, the instruments include an energy gauge and GTE-specific LED graphics, along with an altered gearknob, gloss black trim accents and blue stitching highlights. Although the relocation of the fuel tank has taken up some of the boot's underfloor space, accommodation

and load space are otherwise the same as in other Passats.

The car starts in E-mode when the battery is sufficiently charged. With maximum torque from standstill, the electric propulsion is strong up to typical urban speed limits. Refinement in E-mode is superb, too, with the damping more comfortorientated than it is in Hybrid mode.

When the battery is depleted, the petrol engine fires. Alternatively, you can press the GTE button on the centre console or nudge the gearlever to alter the reserves manually. The change in propulsion is seamless and the operation of the petrol unit is superbly isolated. At the same time, the mapping of the throttle, steering and gearbox alter for a sportier feel.

On the open road in Hybrid mode, the Passat GTE is reasonably swift, with a good deal of mid-range shove, and the electric motor's boost provides impressive overtaking qualities in kickdown. However, it's at its best at a constant cruise with the petrol engine below 2000rpm.

Despite its added weight, the

Passat GTE is dynamically satisfying. The steering lacks feel but is quite direct, body control is impressive and the ride is excellent.

In stop-start traffic, our test car suffered some transmission shunt changing from first to second. There was also a sponginess to the brakes as the energy recuperation system cycled. In town, it's better to slot the gearlever to B (for brake) to increase the resistance of the recuperation.

Niggles aside, there's a satisfying solidity to the Passat GTE. In town, it is extraordinarily refined for a car that is so practical. But the technology comes at a price. Although it is outstandingly frugal over shorter distances, it can't compete with a diesel on long journeys – even if the electricity is almost free.

GREG KABLE

VOLKSWAGEN PASSAT GTE ESTATE

Refined, practical and extremely economical in town. No match for a diesel on long hauls, though



Price	£37,500 (est)
Engine	4 cyls, 1398cc, petrol,
	plus electric motor
Power	215bhp (combined)
Torque	295lb ft (combined)
Gearbox	6-spd dual-clutch automatic
Kerb weight	1660kg
0-62mph	7.6sec
Top speed	140mph
Economy	176.6mpg (combined)
CO ₂ /tax band	37g/km, 5%





GTE has its own LED graphics, energy gauge, gearknob and trim details; mid-range response feels eager and the ride comfortable







he A95 runs south from Munich for about 10 miles before it becomes derestricted. It isn't one of Germany's grandest or busiest autobahns – not at mid-morning on a weekday, at any rate, because it arrows straight into the foothills of the Austrian Alps – and southern Germany heads there mostly at the weekends. So for the rest of the week outside of rush hour, the A95's two lanes are pleasingly light on traffic and ideal for gathering your first impressions of a brand-new German sports saloon such as the near-£40k, 322bhp BMW 340i.

Cars like this quickly find their niche on the autobahn. Powerplants that might otherwise seem profligate can suddenly bring their talents to bear. Rolling chassis and steering systems tuned to reassure with their high-speed stability and unwavering body control make short work of going fast. And partly because

Germany's roads are so good, but at least equally because its cars are so well suited to them, you wonder for a little while why any other civilised country in the world should need such an antiquated, anti-libertarian thing as a national speed limit.

So it is with the 340i, right down to an unexpectedly detailed level. The fact is that you needn't even have noticed the all-important road sign with which Germany marks the beginning of a derestricted stretch of motorway when driving this car. Just flick your gaze down to the 3 Series' head-up display, where its speed limit recognition system conveniently repeats the last posted limit you passed. If it's a white circle with a black diagonal bar running through it, you're cleared for Mach 2. Easypeasy, pedal-squeezy.

But hang on. The new 3 Series isn't alone in its ability to gel perfectly with the roads and surroundings where it was born and bred. On the



From the outset, it's not instantly obvious which is the Jaguar XE's biggest dynamic achievement



narrower, curvier, more undulating A-roads and B-roads of the English Midlands, a near-£45k, 335bhp Jaguar XE S can do it, too, albeit in a very different way: with greater directional agility and poise, tuned to come to the fore at a slower but no less demanding ground-covering stride, in among hedges that are closer and higher, corners that are tighter, and with your line of sight rarely as clear as on Germany's multi-laners.

New cars, like people, are at least in part a product of their environment. It's inevitable. But what happens when you put such differently influenced products together? Which one asserts itself? To butcher Jack Nicholson's Boston-drawled opening line from The Departed: which can make that new adversarial environment a product of it?

Well, first you've got to do it. And if you want the latest 3 Series, you have to go a fairly long way to do it, because the BMW has only just been

launched to the international press in Munich. So you bundle a willing volunteer into Jaguar's equally new XE and send him off towards the Channel Tunnel while you get on a plane. You aim for neutral ground: in this test's case, an idyllic stretch of mountain road called the Namlos Pass, not far over the Austrian border.

And when you get there, you prepare for the start of an automotive rivalry that could run and run – the most telling gauge yet of whether Gaydon has got it right with its most important new saloon car in decades.

Stand by, then, for England versus Germany; new pretender versus old master; £2 billion of recent investment versus 40 years of experience in making what has consistently been the best compact executive saloon in the world.

BMW'S FIGHTBACK

You're probably reading this twin test in advance of any first drive

impressions about the 340i. There has been very little written about BMW's facelifted 3 Series so far compared with the reams and reams we've published on the XE. So let's redress that a bit.

After three years at the top of our road test rankings, Munich's fleetmarket standard-bearer has only very recently been deposed from Autocar's number one spot. However, the facelifted 3 Series has several new engines and new gearboxes, significantly overhauled suspension and a richer interior, as well as a few exterior styling tweaks and specification improvements.

Among the biggest and best news is that, at the base of the range, BMW's excellent 134bhp 1.5-litre three-cylinder turbo petrol engine has been adopted by the new 318i, giving the market an affordable low-CO₂ petrol derivative with, at least in principle, an added dose of driver appeal. Higher up the

pyramid, the all-important 320d gets the power hike (to 188bhp) that its various sibling models have been showing these past 12 months, and the four-cylinder turbo petrol 328i is replaced by a new four-cylinder 248bhp 330i. Except for some new transmission features, the 330d and 335d headline turbodiesel models carry on largely unchanged in terms of powertrain.

The flagship petrol model (leaving the M3 to one side) is now this even more indiscreetly monikered 340i. It's the first BMW to use the firm's latest twin-scroll turbocharged 3.0-litre straight six and it enjoys output improvements of 20bhp (to 322bhp) and 37lb ft over the outgoing 335i.

That seems to put it at a slight disadvantage to the XE S, whose F-Type-hailing 3.0-litre supercharged V6 produces 335bhp. But let's not fail to take torque into account − specifically, the spread of →



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'55' AMG KOMPRESSOR » 580+BHP
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RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DELIMIT)
SLK 350 » 328 BHP
220 CDi ALL MODELS » 210+ BHP
250 CDi ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
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M5/M6 F10 >> 620+ BHP M5 V10 » 548+ BHP (205 MPH) X5M / X6M » 618 BHP 1M >> 411+ BHP M3 E90/92 » 445 BHP (+DE-LIMIT) M3 E46 » 370 BHP (+DE-LIMIT) F10 520D » 221 BHP F10 530D >> 296 BHP F10 535D >> 358 BHP 335i/135i/X6 » 370+ BHP (+DE-LIMIT) 123D » 252 BHP 330D E90 » 296+ BHP 320D E90 >> 215 BHP 730D » 290+ BHP X5 4.0D / 740D » 370 BHP X5 3.0D >> 296 BHP X6 X50I 4.4 >> 500+BHP 535D / 335D / X5 SD » 355+ BHP M135i Please call for more info

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The 340i feels difficult to guide down the road as precisely as you'd like and oddly straight-laced

←it. Both cars make a peak 332lb ft, but you'll need 4500rpm on the rev counter in the Jaguar to conjure it up. In the BMW, you get it from an unbelievably low 1380rpm.

 $BMW\,has\,also\,done\,pretty\,much$ all it can, without making heinously expensive changes to the 3 Series' body-in-white, to update the car's suspension and refine its ride and handling. The suspension is now mounted to the body in five places, up from three, making it more rigid, more robust and better at supporting the car's weight. This has allowed BMW to apply stiffer springing to the car, it claims, without damaging comfort and refinement. It has had to strengthen the suspension arms to do that, of course – all of which is mass that needs controlling. So new twintube dampers are fitted as standard, with computer-controlled adaptive dampin g remaining an option. Active-ratio Variable Sport Steering is also an option. Our 340i had both options fitted.

In some ways, the XES matches the BMW's specification. In others, it's engineered to better it. Get past the lightweight aluminium body and you'll find an all-independent suspension set-up with adaptive dampers as standard (an option on the 340i), an eight-speed automatic gearbox (also a cost option for the BMW) and a torque vectoring system. But Jaguar claims that the combination of double-wishbone front and integral-link rear suspension offers superior wheel location and camber control to the BMW's, as well as better grip andride tuning. We'll see how apparent those claimed advantages are.

The cars are within 50kg of each other on overall kerb weight, and an identical 5.1sec sprint from 0-62mph is claimed for both.

SHOW US YOUR MUSCLES

There are plenty of places to stretch the legs of cars like these on the two-hour run between Munich and the Austrian border. Plenty of occasions to use every bit of available muscle and operating rev range, and plenty of times when you'll be rewarded for sticking with the time-honoured mechanical template for a sports saloon: a six-cylinder petrol engine and an adaptable, quick-witted automatic gearbox.

In most meaningful ways, the 340i's engine and gearbox are better than the XE S's. The Jaguar's engine is no liability, mind you – and in some less crucial ways it has the edge.

The pair's gearboxes are the same: ZF's eight-speed torque converter auto, somewhat differently tuned, no doubt. Both shift ratios smartly in manual mode and intelligently in 'D'. Both allow you to drop two or even three gears in one change.

But the BMW's straight six is that much more muscular in the lower half of the rev range and still the more forceful of the two above 5000rpm that you can't deny it an early lead in this contest. Having all that torque from below 1500rpm—which is, in effect, from zip in real-world use—makes the car feel significantly quicker than the XE S in any given set of circumstances.

The 340i's engine is probably the car's outstanding selling point. It's elastic, smooth and free-revving – all the things that great BMW sixes have traded on for decades. It's frugal, too. Modern turbocharging technology is now much more economical than supercharging, and the difference between the cars on that score is plain. The 340i will return indicated fuel economy in the high 30s to the gallon all day long, whereas the XE S struggles to top 30mpg – even >

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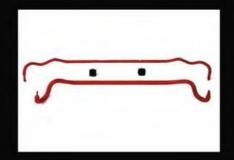
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← when you're stroking it along conservatively.

But the Jaguar's V6 has more rousing tonality. There's slightly less outright performance, yes, but still plenty in isolation. With its low-level supercharger whine and building power delivery, the XE S's motor growls and warbles and worms its way under your skin. After a day or so at the wheel, you'd forgive it the rather un-21st-century fuel economy, because it's got soul. The 340i's demands huge respect, but it could do with a bit more intangible allure.

NEXT: THE MOUNTAIN PASS

So far, so evident the difficulty of the task before Jaguar's executive debutant. But everything we've covered thus far can be established long before you run out of continentcrossing main arterial roads on your way south through the Oberbayern district and begin to climb up onto a more testing, higher-altitude stage. To learn more, you need corners: second-gear hairpins, fiddly cambered sequences of twists and faster, open, sweeping bends with crests and bumps and changing gradients all thrown in. The Namlos Pass has them all.

And here, over a few hours, you realise that what you imagined would be a close-run contest between two of the best-handling four-doors of the moment isn't quite so close at all. One of these cars has perfect cornering balance, a nuanced and fluent ride and beautifully consistent steering. It has sporting poise baked into its every move. The other car feels heavy on its front wheels, reluctant to turn in, difficult to guide down the road as

precisely as you'd like and, although very stable, peculiarly straight-laced.

Our 'other one' is the BMW, which, by this tester's estimation and albeit on the evidence of this first test only, has some improving to do before it's even at the dynamic level of its predecessor, never mind back at the top of the class.

Before we get stuck in, there's a certain amount of couching that must go on here, and it'll prevent us from being too critical of the new 3 Series at this early stage. We know, for example, that the bigger-engined, bigger-wheeled examples of the BMW have historically handled a bit less sweetly than their lighter-nosed, skinnier-wheeled siblings.

We also know that modern BMWs are notoriously sensitive to the wrong optional specification. The 340i about which you're reading has a Variable Sports Steering system that we'd have warned against fitting to the previous 3 Series. We are dutybound to do the same again now, but it should come as no surprise.

It's also true that our 340i test car was lent to us in lower-level Sport trim. UK-market 340is will all be M Sport trim with different wheels and tyres, although they'll get the same chassis tune if you opt for adaptive damping.

Still, all this really proves is that road testing can be a tricky old game and that all you can do is compare the cars at your disposal – as they are, not as you'd like them to be. Doing that unquestionably casts the BMW in an unflattering light.

The 340i's biggest and most recurrent problem is that steering. Like all 'active' variable-ratio



systems, the BMW's is designed to make the car feel more wieldy at lower speeds by making the steering gear more direct, only to do the opposite at higher speeds to the benefit of directional stability. As evidenced earlier, it seems to work okay on the autobahn. But using such a system to tackle a mountain pass, corner by corner, is a bit like trying to hammer a nail home into a delicate setting - but blindfolded and, between every stroke, swapping your hammer for a new one of unknown size and weight. Steering wheels are just levers. With this one, you're never quite sure how much leverage you're going to get.

And that's not the 340i's only dynamic flaw. Contact-patch feedback is also too often sacrificed at the front wheels in a grab for extra directness and a flurry of additional power assistance. (That'll be the steering again.) But just as you've little sense of what the front wheels are doing, BMW's adaptive dampers also give you very little progressive feel for grip levels at the driven axle. Grip isn't as well balanced in the 340i as it might be anyway, with the handling more biased towards understeer than we've come to expect from BMW. But working out at what point grip will run out at the rear wheels, and what happens next, is nowhere near as involving or as benign a process as it should be.

The Jaguar could hardly provide a starker contrast. From the outset, it's not immediately obvious which is the car's biggest dynamic achievement. It could be its dexterous, silkenedged ride on 20in rims, which is →





← brilliant. Equally, it could be the perfect marriage of rate of roll, as defined by the springing, to rate of yaw ascribed by its meaty, consistent steering, which is even better.

Or maybe it's the uncommon purity of balance you get from those expertly judged grip levels, and the totally immersive adjustability of cornering line that results when you begin switching out the stability control in stages. Even now, I can't decide. All have been engineered in at apparent painstaking effort, rather than commanded by customer feedback or marketing edict. All are the motive hallmarks of something truly outstanding.

AND THE WINNER IS...

Well, well. You wouldn't have bet on it, but the opening salvo has gone the XE's way. You can argue that this isn't the verdict that matters – that only at a later date, when a four-cylinder diesel facelifted 3 Series arrives on UK shores this autumn and squares up to its opposite number from Jaguar, will the real boss of the compact exec market become known.

Rest assured, that contest is coming. But for this tester, the XE won't be starting it as an outside bet. Not any more. The Jaguar hasn't just shaded this test; as a driver's car, the XE S has put clear air between itself and a car that many – me



included – imagined would present an insurmountable challenge.

And that's not all it has done. Yet again, the XE has underlined its completeness. The 3 Series has a roomier cabin and boot, sure, but getting the cars together only proves how marginal the differences are. The 3 Series' cabin quality probably beats the XE's narrowly, but the Jaguar's cockpit is the richer and more luxurious. The Jaguar is the car you'd rather spend time in, as well as the car you'd enjoy your time in more.

So it's credible, soulful, usable, great looking – and dynamically superior. The XE has arrived. And what an entrance it's making.

SCHOOL OF HARD KNOCKS

Autocar novice racer **Mark Tisshaw** has experienced an incident-packed start to his track career in the closely fought Radical SR1 Cup, including going off at 120mph



ace one of the Radical SR1 Cup and race one, turn one of my motor racing career. Copse at Silverstone, no less. Race one, turn one... and spin one. And then someone hit me. It wasn't the best start to what has been an eventful season so far.

Autocar is racing in the Radical SR1 Cup this season to discover how much of a challenge it is for a raw novice to get involved in motor racing. In the three rounds so far, I've had a spin on the first corner of the first lap, a spin at the final corner of the final lap and a trip to the medical centre in an ambulance after a 120mph crash.

We'll come to that, but up first was the full grand prix circuit at Silverstone. What a place to make my race debut. In the SR1 Cup, you get an optional day of testing to set the car up and learn the track. Then on race day, there's a 20-minute qualifying session (your fastest lap determines your grid position for race one and your second fastest for race two) and two 20-minute races.

In an SR1, a good start to your race requires

impeccable clutch control. You hold the revs at around 9000rpm and then gradually feed it in to ensure a smooth getaway, rather than dumping it and spinning the wheels. That's the theory. My first start was slow and cumbersome, but off the line I went, on the inside of the track, with no immediate danger of being overtaken.

Unfortunately, I hadn't generated sufficient heat in the tyres on the warm-up lap, so as we all charged into Copse, I found myself lacking in grip and suddenly heading backwards. The contact that followed – one car collected the rear wing and right rear corner of bodywork of my SR1 – had a big impact on the aerodynamic performance on the straights and downforce in the high-speed corners, but it wasn't bad enough to end my race.

A recovery drive got me up to 13th out of 15, and afterwards mechanic Pete Geeson was kept busy fitting a new rear section to the car to get me to the grid for a fairly lonely drive to sixth place in the second race.

There was nothing lonely about events at













Oulton Park a fortnight later. The weekend started with huge strides being made in practice after playing with the car's set-up on the back of expert advice from driver coaches Roger Bromiley and James Abbott. Then came a disastrous wet qualifying outing (the first time I'd driven the car in the wet), an exhilarating sixth-place finish in race one, having been as high as fourth going into the last corner, and then a 'did not finish' in race two.

Some DNF it was, too. A chance to overtake presented itself as we came out of the second chicane and Knickerbrook. It started off well. I got a good corner exit, picked up a slipstream, pulled out to the right and got past my rival. But suddenly I had two wheels on the grass as a kink to the left suddenly tightened before the entrance to the fast right-hander at Druids, and the car fired across the track into the barriers at 120mph.

What a testament to the safety of the SR1 that I could unclip my safety belts and get out of what was left of the car and get to the safety of the

marshal post. I'd never recommend a high-speed crash, but if you must do it, do it in one of these. Make sure you wear a Head And Neck Safety device (HANS), too; I was told it saved my life. Two lovely chaps from St John's Ambulance kept an eye on me before the ambulance whisked me away to the medical centre and three doctors diagnosed a concussion that had just about gone by the next event at Snetterton three weeks later.

It took a while to build up confidence in the car (a new one; the original was written off), but when it came, a fifth place in qualifying followed. Come the race, it didn't feel comfortable being so close to cars again at first, but I snapped out of it for a drive through the field after a restart to a sixth-place finish in race one and seventh place in race two after a lunge for fifth place at the last corner didn't go very well.

What fun it has been, though, and it's not over yet. I'm seventh in the championship standings with one round to go: Brands Hatch in September. I expect it will again be anything but dull. \(\triangle \)

ESULTS		
ILVERSTO	NE	
RACE	QUALIFIED	FINISHED
1	8th	13th
2	7th	6th
OULTON PA	ARK	
RACE	QUALIFIED	FINISHED
1	10th	6th
2	10th	DNF
NETTERT	ON	
RACE	QUALIFIED	FINISHED
1	5th	6th
2	8th	7th
HAMPION	ISHIP POSITION: 7TH	ı İ

Mazda CX-3

Mazda goes Juke hunting with its Skyactiv-generation baby SUV

MODEL TESTED 1.5 Skyactiv-D SE-L Nav

- Price £20,995 Power 104bhp Torque 199lb ft 0-60mph 10.3sec 30-70mph in fourth 11.8sec
- Fuel economy 58.6mpg CO₂ emissions 105g/km 70-0mph 49.6m

WE LIKE Handsome if conservative looks ■ Strong performance and economy ■ Good mix of powertrains

his is the age of the compact crossover. With an appetite among Europe's car buyers well established, the class's ranks are filling up fast – and yet the wait for a truly outstanding example goes on.

Manufacturer enthusiasm and customer demand ought to have delivered a standout prospect by now. Instead, while the 36-month procession of bandwagon-jumpers we've witnessed has been characterised occasionally by moderate talent, alternative appeal or value for money (see Nissan Juke, Renault Captur and Dacia Duster), we've as often experienced blandness





• LED foglights are standard on SE-L and above, but the indicators already live in this recess, so fogs aren't as crucial to the look as they could be.



 There's no incremental step up in wheel size to go with higher trims. The CX-3 has 16in alloys until you get to top-spec Sport Nav, then 18s suddenly appear.



 The 'wing' grille is unquestionably the signature design feature of Mazda's current line-up. Its higher positioning and broader appearance helps to distinguish the CX-3 from its supermini sibling.



The headlights, whose design Mazda likes to call "predatory", house standard halogen bulbs if you buy SE or SE-L trim; Sport Nav cars have all-LED headlights and tail-lights.

and dynamic disappointment.

The cars that have earned our admiration thus far – chiefly the Duster and the Skoda Yeti – may soon be ruled too large to qualify for a segment increasingly populated by jacked-up superminis. The time is right for something more compact, cleverly packaged, affordable, usable, good looking and fun to drive to come to the fore – something from the mould that, historically, the best small cars have managed to spring.

Step forward, then, the Mazda CX-3, nominally baby brother to the larger CX-5 but more meaningfully the taller, heavier, higher-riding



sibling of the impressive Mazda 2. The firm's downsized crossover has arrived at the ideal time; not only is the closely related supermini very good and new but there's also likely to be a lot of customer goodwill

and footfall flowing Mazda's way following the launch of the muchanticipated new MX-5 roadster.

The brand's now-mature Kodo design language ties all its recent offerings together rather neatly, and the fruits of its Skyactiv engineering philosophy continue to land – not least in the CX-3's engine line-up, which includes two 2.0-litre petrol units and the 104bhp 1.5-litre diesel on test. A new all-wheel drive system has also been introduced, but the CX3 – like most of its rivals – will mostly ship in front-drive format and a mid-level SE-L or SE-L Nav spec, the latter as tested here.

DESIGN & ENGINEERING

The CX-3's design is coherent and smart. Its shape seems to have sprouted upwards from that of the related 2 supermini like a well-watered rose bush, and yet the car, which shares the 2's 2570mm wheelbase, doesn't spread out to cover much more ground. The 40mm difference in ride height, however, produces a more substantial presence and offers Mazda's designers a larger canvas onto which they can apply →

WE DON'T LIKE Uncharacteristically stodgy handling ■ High showroom prices ■ Cabin should be roomier





 The pillars are a contrasting black no matter which trim level you go for (for a floating roof look); privacy glass is added on SE-L and above.



 The interaction between the high shoulder line and the line flowing from the bonnet past the A-pillars is, we're told, at the heart of Mazda's Kodo design language. Seat does something similar.



 Mazda is fond of keeping the numberplate off the tailgate, as here. The claim is that it emphasises the design's tidiness and the CX-3's short overhang. It conceals the boot release button, too.



 Twin tailpipes for the CX-3, doubling the number you'll find on the Mazda 2.
 The petrol engine gets a 4-2-1 exhaust system to assist with combustion efficiency, still with two tailpipes.

ON THE INSIDE





Circular air vents, with their gloss black and red trim, are the most expressive styling features of the whole interior.

■ The instruments are a little over-stylised for our liking. Digital rev counter in particular is small and quite hard to read, while the digital fuel gauge is imprecise.





MULTIMEDIA SYSTEM

Mazda deserves credit for two things here: first, fitting a 7.0in colour touchscreen multimedia system as standard on a sub-£18k car, and second, making the set-up so flexible. Some of us like touchscreen interfaces, while some prefer using rotary input devices in a moving car. With this system, you can do either.

The standard system features six speakers, a DAB tuner, two USB inputs and Bluetooth media streaming, while Sport Nav trim gets an extra audio speaker and more amplification power from a Bose premium sound system.

However, the lesser of the two systems sounds decently crisp and punchy, although the Bluetooth streaming connection it establishes with your smartphone can be patchy, making your music skip at times. The system also relies on your data connection to access internet radio via the Aha and Stitcher apps, which need to be downloaded to your phone. Coverage is also only as good as your phone signal.

'Premium Connected Services', including live traffic and weather information, local fuel prices and a local area Google search, are offered as part of a subscription service. ←the intricate creases and surfaces of the Kodo theme.

Mazda insists that the CX-3's underbody, with a 29% ultra-hightensile steel content, has the same torsional rigidity as that of a Mazda $3\,$ hatch. The suspension - MacPherson struts and a rear twist beam - is largely carried over from the 2, albeit in overhauled form. Having created higher roll centres for each axle, the engineers fitted firmer bushes and retuned the spring/damper settings to suit. The steering, too, has been adapted, with a beefed-up electric power assistance motor and a 7% slower ratio than the 2 to better suit its size and higher centre of gravity.

Our test car was a front-driver, but all-wheel-drive variants retain the torsion beam rear suspension, adapting it to make room for the rear differential. The rear diff itself is smaller than the one used in larger four-wheel-drive Mazdas and helps to make the CX-3's adaptive, torquesplitting drivetrain 20% lighter than that of the CX-5.

In petrol format, the AWD system is mated exclusively to the 148bhp 2.0-litre engine. This is available only with Mazda's six-speed manual gearbox, while the lower-powered 118bhp front-drive version can also

be had with a conventional auto 'box.

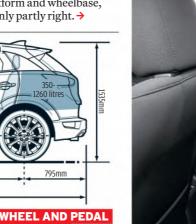
Nevertheless, the 1.5-litre Skyactiv-D of our test car is at least as interesting, since it has been mildly fettled for use in the crossover. Peak torque, available from 1600rpm, has been increased from 184lb ft to 199lb ft via a revised turbocharger to improve the heavier crossover's in-gear response. The four-cylinder unit retains an uncharacteristically low 14.8:1 compression ratio. This makes for a cooler and more diffuse kind of combustion than the diesel norm and is the chief reason why the CX-3 emits just 105g/km of CO₂. The oil-burner can also be had in conjunction with the AWD system, although CO2 leap to 123g/km for the manual version and 136g/km for the range-topping auto.

INTERIOR

Since they're sufficiently fresh to be in the same road test notepad, we'll start by comparing how much more cabin space the CX-3 provides than the 2. If you imagine that it won't be much, given that they share the same platform and wheelbase, then you're only partly right. >

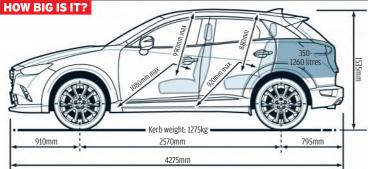


• The front seats are good and the driving position is sound. Head and leg room are better than in a supermini but not outstanding for a crossover.



You get slightly better rear leg room than in a Mazda 2 but very little improvement in head room. Adult passengers are much better off elsewhere.

Typical leg room 650mm



VISIBILITY

Driving position is only pseudo-SUV, so the view out could be better, Modest pillars and largely unobstructed view rearwards are both good news, though.

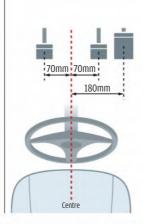
HEADLIGHTS

Standard halogens are adequate but unremarkable. Sport and Sport Nav models get an adaptive LED/ bi-xenon combination with self-levelling.



equidistant from the seat's centre line sounds ideal but actually makes for a slight right-sided offset. Steering column adjusts for both rake and reach.







▶ The CX-3's 350-litre boot (with the rear seatbacks raised) isn't the widest in the class, but it's quite deep. The false floor makes it easier to load.

ON THE ROAD

The CX-3's higher hip point grants front passengers 20mm more leg room as a maximum and 30mm more to a rear-seat passenger. Front head room is boosted by a similar margin. It doesn't look like much – and it doesn't make the CX-3 noteworthy for spaciousness among its peers. The Yeti and Vauxhall Mokka offer considerably more room and will make an adult sitting in the rear considerably more comfortable.

Boot space is a better strong suit for the CX-3, however, and may well matter more to compact crossover buyers than having room for a larger adult in the second row. The load bay is 100mm longer than the 2's and also beats a Mokka's on both undershelf and overall loading height. A false floor - included as standard contributes to the latter advantage.

The CX-3's fascia benefits from the same ritzy touches that higher-end versions of the 2 impressed us with, such as the stippled chrome climate control knobs and leather-look insert just below vent level. Mazda's 7.0in colour touchscreen multimedia system (standard across the range) is another impressive highlight. But there are low points, too, such as hard, shiny plastics where rivals use tactile slush mouldings and small, hard-to-read monochrome digital instruments occupying spaces large enough for clearer analogue dials.

The front seats are comfortable and the driving position is decent, thanks mostly to a widely adjustable steering column. Big cupholders and door pockets and a good-size glovebox offer all the oddment storage you're likely to need.

And so, besides a bit more passenger space and some more tactile plastics in places, all the CX-3's cabin otherwise lacks is some lightness or colour. As it normally does, Mazda has concluded that darker is better for the car's internal appointments. Top-level Sport Nav cars get some extra red seat piping and a pair of dark red soft-touch

kneepads to lift the ambience, but you'd have to option up stonecoloured half-leather trim (a fairly pricey addition, at £800, on an already expensive car) to tellingly alleviate the sombre interior feel.

PERFORMANCE

Mazda's relatively low-compression, big-boosting 1.5-litre turbodiesel engine gives the CX-3 some predictable mechanical character traits – and some less predictable ones. The motor starts and stops without much clatter or shake, but you wouldn't call it quiet at idle or at low revs. Under load at higher speeds, there is perhaps some advantage for the car on mechanical refinement but it's a marginal gain.

Throttle response is, as you might expect, a bit softer than the modern turbodiesel norm. Long gearing exacerbates the problem, but even

so it's a condition that only really affects the CX-3 when trying to pull low revs in the higher gears - and then only for a second or so.

When it's knuckling down, the car performs strongly. A 0-60mph time of 10.3sec is creditable and gives the car a lead of about a second on most of the class. The powerplant is nicely flexible, too, making the CX-3 more than half a second faster from 30-70mph in fourth gear than the Peugeot 2008 e-HDi 115 we tested in 2013. Although the Mazda's peak power is made at 4000rpm, the engine is willing to rev beyond 5000rpm on the tacho and doesn't get too breathless when asked to do it.

The car's pedal weights are substantial but well matched and its manual gearchange has a deliberate, positive, taut-feeling shift quality. It doesn't always like to be rushed through the gate, but it always lets you know when you've engaged the cog you're aiming for.

Grip levels for the CX-3 diesel fall

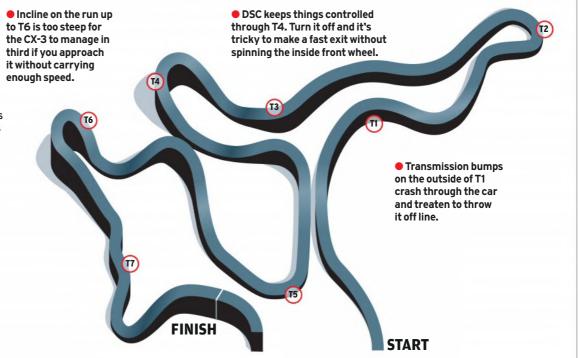
TRACK NOTES

The CX-3 can be hustled around the hill route as quickly as most cars of its type, but it's no keener-handling or more fun to drive here than the average high-rise supermini. And after the fine-handling Mazda 2, that's a particular shame.

Better at containing body roll than vertical body movement, the car's chassis keeps its body quite upright until it begins to run out of grip at the front wheels which it does without much provocation. With cornering load in the mix, the tyres struggle to transmit much torque to the road, making for scrabbling exits to corners with the DSC switched out but much tidier ones with the systems active.

The stability control does a good job of maximising what grip the tyres can generate and works subtly and effectively to keep the car on line.

The smoothness of the hill route's surface isn't the best test of vertical body control, but the CX-3's lack of shock absorption is nonetheless exposed by the transmission bumps, which bang through hard enough to disturb grip levels and potentially corrupt handling stability.



ACCELERATION 20deg C, dry

Mazda CX-3 1.5 Skyactiv-D SE-L Nav

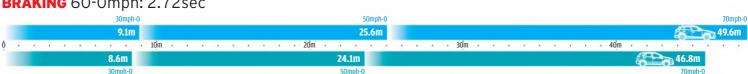
Standing guarter mile 17.7sec at 78.9mph, standing km 32.6sec at 98.3mph, 30-70mph 10.3sec, 30-70mph in fourth 11.8sec



Standing quarter mile 17.9sec at 79.3mph, standing km 32.6sec at 100.9mph, 30-70mph 10.1sec, 30-70mph in fourth 11.8sec



BRAKING 60-0mph: 2.72sec









It's worth noting that the petrol CX-3 is a much better-handling, better-resolved car than this diesel model

a little bit victim to Mazda's decision to equip it with a different set of tyres than the petrol models. The former, fitted with Dunlop Enasave tyres, required almost 50 metres to stop from 70mph – and from a 1.2-tonne car in warm, dry conditions, we'd expect better. Our petrol CX-3 long-term test car, also on 16in rims, comes on Bridgestone Turanza rubber – and, as you're about to read, it grips and stops notably harder.

RIDE AND HANDLING



Having done a fine job on the handling of both the 2 and 3 hatches, which share the same platform as our test subject, Mazda gave us high hopes for the dynamic abilities of the CX-3. It would be an overstatement to record that those hopes were dashed, but they were certainly well battered. It's equally true that while compact crossover buyers as a breed may not place agile, engaging handling high on a list of must-haves for their prospective school-run transport, those choosing a Mazda would perhaps be more likely to.

Those buyers, however, will find a car that only just about passes muster here and is without the tautness of body control and weighty consistency of steering response that normally characterises Mazda's offerings.

The caveat is that by 'here', we mean in the CX-3 diesel specifically. It is worth noting that the 2.0-litre petrol equivalent, which we also had the opportunity to drive in parallel with our test subject, is a much better-handling, better-riding and generally better-resolved car. It's quite unusual to find such a disparity between differently engined derivatives of the same model in 2015 - and to the best of our knowledge, Mazda has been no more guilty of such dynamic inconsistency over the years than anyone. But from a car maker with what is otherwise such an impressive dynamic CV, it's worrying to say the least.

In outright terms, the CX-3 has a moderate but consistent hold on the road and goes broadly where it's pointed, but its chief disappointments are the changeability of its steering weight and the stodgy restlessness of its primary ride. The car's cornering

balance isn't brilliant, either, but those Dunlop tyres don't really grip hard enough to give the car's lateral body control much of a stern test in any case.

Instead, it's over bumps and crests that the car betrays itself. After a disturbance, the body pogos over its front wheels – gently enough, to be fair, but in a drawn-out fashion. Sharpen the profile of the bumps you're crossing and the CX-3's suspension turns quite crude in its action, thumping away underneath the car noisily. Put simply, this car is plainly underdamped.

Meanwhile, where we're used to fairly incisive and fluent steering from Mazda, we get a system in the CX-3 that lacks the usual feedback levels and varies unhelpfully in weight as you feed off lock.

BUYING AND OWNING



The CX-3 is available in five grades, from SE to Sport Nav, but any way you cut it, this is an expensive car.

An entry-level 2.0-litre petrol model starts at £17,595 and comes

with 16in alloys, air-con, electric windows, DAB, cruise control and a 7.0in infotainment screen. But that doesn't plaster over the fact that the cheapest Renault Captur is under £15k and a Nissan Juke under £16k. Even the Skoda Yeti, an altogether larger car, is available for around £500 less in similar petrol form.

Our diesel SE-L Nav adds rear parking sensors, climate control, heated front seats and the integrated nav for its £20,995 price, but a similarly equipped Yeti SE works out marginally cheaper, while a rangetopping Captur costs £200 less.

Our experts suggest that the CX-3's residual values will be competitive but not outstanding, so unless Mazda subsidises them, PCP deals on the car aren't likely to make it much more affordable to private buyers.

The CX-3 oil-burner's fuel economy looks admirable but not exemplary on paper, at a claimed 70.6mpg combined. Our True MPG testers recorded a more impressive 58.6mpg average for the car in real-world testing. That's better than the likefor-like return we produced from the equivalent diesel-powered Juke, Yeti, Captur and 2008. →

MAZDA CX-3 1.5 SKYACTIV-D SE-L

£20.995 On-the-road price Price as tested £21,535 Value after 3yrs/36k miles £9450 £336.27 Contract hire pcm 44.2p Cost per mile Insurance/typical quote 14E/£479

EQUIPMENT CHECKLIST

16in alloy wheels **Front LED foglights Rear parking sensors Automatic headlights and wipers Privacy glass Heated front seats Automatic climate control** 7.0in colour touchscreen multimedia system (inc USB, aux-in and Bluetooth media streaming, AM/FM/DAB tuner and Mazda navigation) **Smart City Brake Support** Lane departure warning system Front, side, front and rear curtain airbags Isofix childseat anchorages (outer rear seats only) **Cruise control (with speed limiter)** 'Crystal White' pearlescent paint £540 Options in **bold** fitted to test car = Standard na = not available

RANGE AT A GLANCE

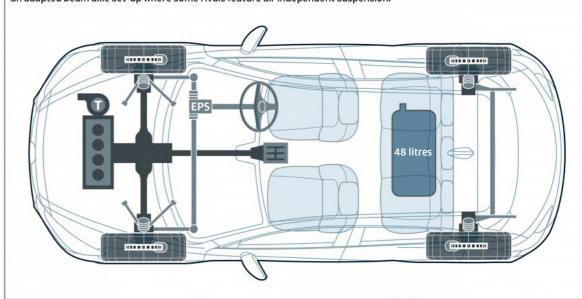
ENGINES POWER FROM 2.0 2WD SE 118bhp £17,595 148bhp £22,495 2.0 AWD Sport Nav 104bhp 1.5d 2WD SE £18,995 1.5d AWD Sport Nav 104bhp £23,395

TRANSMISSIONS

6-spd manual £1200 6-spd automatic (£1300 on 1.5d AWD; not available on 1.5d 2WD or 2.0 AWD)

TECHNICAL LAYOUT

Mazda's Skyactiv small car platform is adapted here for a crossover application. The CX-3's all-steel monocoque underbody locates the engine transversely up front, with suspension via front struts and a rear torsion beam. All-wheel-drive versions get an adapted beam axle set-up where some rivals feature all-independent suspension.



ENGINE

Installation Front, transverse, front-wheel drive Type 4 cvls in line, 1499cc. turbodiesel

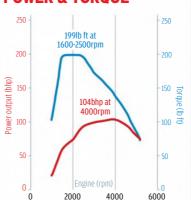
Aluminium block and head Made of Bore/stroke 76.0mm/82.6mm

Compression ratio 14.8:1 Valve gear 4 per cvl

104bhp at 4000rpm Power 199lb ft at 1600-2500rpm **Torque** Redline 5500rpm

Power to weight 82bhp per tonne Torque to weight 156lb ft per tonne **Specific output** 69bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction Steel monocoque Weight/as tested 1275/1217kg **Drag coefficient** Wheels 7Jx16in 215/60 R16 95V, **Tyres** Dunlop Enasave EC300+

Spare Mobility kit

TRANSMISSION

Type 6-spd manual Ratios/mph per 1000rp 1st 3.70/5.5 2nd 1.95/10.4 3rd 1.30/15.5 4th 0.92/22.0 5th 0.72/28.1 6th 0.58/34.8

Final drive ratio 3 85:1

ECONOMY

TEST (TRUE MPG) Urhan 57.5mpg Extra-urban 59.6mpg Average 58.6mpg **CLAIMED** Urban 64.2mpg Extra-urban 74.3mpg Combined 70.6mpg

> Tank size 48 litres **Test range** 619 miles

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar

Rear Torsion beam, coil springs

STEERING

Type Electromechanical, rack and pinion

Turns lock to lock 2.6 **Turning circle** 11.4m

BRAKES

295mm ventilated discs Front 281mm ventilated discs Rear Standard, with Brake Assist Anti-lock

CABIN NOISE

Idle 44dB Max revs in 3rd gear 74dB 30mph 60dB 50mph 64dB 70mph 67dB

SAFETY

ABS, DSC, EBD, Brake Assist, Smart City Brake Support crash mitigation **EuroNCAP crash rating Not tested**

EMISSIONS & TAX

105g/km CO2 emissions Tax at 20/40% pcm £66/£133

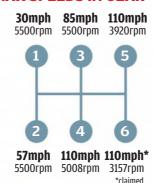
ACCELERATION

MPH	TIME (sec)	
0-30	3.4	
0-40	5.0	
0-50	7.6	
0-60	10.3	
0-70	13.7	
0-80	18.3	
0-90	24.5	
0-100	34.7	
0-110	-	
0-120	-	
0-130	-	
0-140	-	
0-150	-	
0-160	-	

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th	
20-40	3.0	4.2	7.8	14.4	-	
30-50	4.0	4.1	5.4	8.7	17.4	
40-60	-	4.9	5.5	7.2	11.5	
50-70	-	6.4	6.4	7.6	10.3	
60-80	-	10.3	8.0	8.5	11.5	
70-90	-	-	10.6	11.3	13.1	
80-100	-	-	16.6	15.9	-	
90-110	-	-	-	-	-	
100-120	-	-	-	-	-	
110-130	-	-	-	-	-	
120-140	-	-	-	-	-	
130-150	-	-	-	-	-	
140-160	-	-	-	-	-	

MAX SPEEDS IN GEAR



RPM in 6th at 70/80mph = 2009/2296

RESIDUALS



Moderately strong showing on retained value splits Vauxhall and Renault rivals in percentage terms.

THE SMALL PRINT Power-to-weight and torque-to-weight figures calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the CX-3, contact Mazda Motors UK Limited, Customer Relations Centre, Riverbridge House, Anchor Boulevard, Dartford, Kent DA2 6SL (03457 484848, mazda.co.uk), Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, Iv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

No 5226

Mazda CX-3

AUTOCAR VERDICT ★★★☆☆

A concerning dip in form from Mazda: pacey but pricey and lacking poise



mong the profusion of supermini-sized pseudo-SUVs vying for your money, launching one that isn't either very good, very desirable, very practical, very different or very cheap is becoming a bad idea. That, in a nutshell, is what Mazda has done with the CX-3. Now is the time to launch a car such as this, without a shadow of doubt, but no longer will any car do. Every rival in our top five has a more powerful selling point than the CX-3, be it value, space,

design appeal, usefulness, unlikely dynamism or, in some cases, a mix of several of the above. The hook we were expecting from Mazda has failed to materialise. Broadly speaking, the CX-3

handles as well as plenty of rivals, from a Citroën C4 Cactus to a Mini Countryman. But, in diesel form at least, it's well below par for what ought to be one of the class's more polished dynamic efforts. Strong performance and economy goes some way to compensate, but not far enough for us. For others, the car's undistinguished practicality and ambitious price may be the real letdowns.

TESTERS' NOTES



MATT SAUNDERS It's curious to have three circular

'feature' air vents and one hidden one, but if anything it's a shame that's the only curiosity on the car. Mazda could have really gone after the Juke with the CX-3. It's an opportunity missed, if you ask me.



NIC CACKETT Carbonfibreeffect cabin trim can be

really attractive done well, but I'm not sure it belongs anywhere on a crossover. For that matter, I'm not sure Mazda does it particularly well, either.

SPEC ADVICE

As elsewhere in the Mazda line-up, SE-L Nav, our test car's trim level, probably represents the best deal. The £600 fee for sat-nav is at the politer end of daylight robbery, and not choosing it will mean you're disadvantaged at resale time. The only other option is metallic paint.

JOBS FOR THE FACELIFT

- Sort out the damping.
- Sort out the steering.
- Find a way to take a four-figure sum out of the list price.



MAKE Model Power Torque 0-60mph Top speed (claimed) Fuel economy (combined) Kerb weight (claimed) CO₂/tax band

Verdicts on every



SKODA
Yeti 2.0 TDI 110 SE
£19,850
108bhp at 4000rpm
184lb ft at 1500-3000rpm
11.7sec (claimed, to 62mph)
112mph
62.8mpg
1452kg
118g/km, 21%

Long-serving class champ is spacious, rugged, characterful and nice to drive. Complete.



RENAULT
Captur dCi 110 Dyn S'Nav
£19,195
108bhp at 4000rpm
192lb ft at 1750rpm
11.0sec (claimed, to 62mph)
109mph
76.3mpg
1190kg
98g/km, 17%

Cleverly packages style, value, good handling and low running costs.



Esoteric design and zesty handling win Juke a ranking berth. Not practical, though.



SUZUKI	
Vitara 1.6 DDiS	SZ-T
£16,999	
118bhp at 3750r	pm
236lb ft at 1750	rpm
11.5sec (claimed	l, to 62mph)
112mph	
70.6mpg	
1230kg	
106g/km,19%	

Plenty of bang for your buck here. Usable, frugal, decent looking and very well priced.



Duster dCi 110 Laureate Prime £13,995 108bhp at 4000rpm 177lb ft at 1750rpm 11.8sec (claimed, to 62mph) 106mph 56.5mpc 1205kg 130g/km, 24%

The value champ. Fully loaded, it costs 33% less than a CX-3. Rough and ready, though.

YOUR VIEWS

Write to Autocar autocar@haymarket.com

LETTER OF THE WEEK

EVs are the way to go

As someone who drives a Nissan Leaf regularly, I regard the progressive improvement and electrification of cars as a fabulous thing.

The Leaf is excellent family transport, especially in town. Everybody who has driven it says the pick-up from rest is incredible. They also comment on how swift it is to respond at almost any speed and how easy it is to imagine that performance versions of electric cars could well be spectacular.

As time goes on, the range will improve and batteries will become even more impressive. I suggest people take the chance to drive an electric car. As soon as the range is improved, there will be very little to recommend any fossil-fuelled car.

via email



Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95



MINISTRY OF THE INTERIOR

In your 1 July issue, I think you mixed up the interior photos of the Hyundai Tucson and Audi Q7. In the Tucson, you show a dashboard with a well-integrated infotainment screen, whereas in the Q7, you show a sat-nav slapped on top of the dashboard as if it were an afterthought.

In the same issue's super-saloon comparison, the interior photo of the Vauxhall shines over the two German premium brands for the same reason.

D Johnson

via email

FUEL MY RAGE

Loyal readers deserve an explanation as to why you had the old Ford-engined Jaquar XE 2.0 200 in your road test (Autocar, 1 July). Surely, even the V6 S model will sell more than this variant.

Richard Seddon

Ormskirk

Driving impressions of the diesel variant were embargoed until after the 1 July issue went to print, Richard, and we didn't wish to wait before road testing the XE. But we published a long drive in the diesel version last week and have a comparison test this week on p40 - MB

ACTION APLENTY

My increasing boredom with Formula 1 has been fuelled by the fact that I have started watching Indycar again this year. The double-header in Detroit was brilliant, followed by an epic 500-mile oval race with wheel-to-wheel action and 80 lead changes. F1 lacks the danger and action that Indycar delivers. **Alex Porter**

via email

It's a fine line, Alex. Agreed, there needs to be an element of risk, but I felt the five-abreast-at-200mph Indycar race was too dangerous - MB



PICK UP A PICK-UP

James Ruppert asks if pick-ups ever make sense unless you are a builder or estate worker (Deals, 1 July).

I am a company car driver, I have three kids, two large dogs and five bikes and my Nissan Navara Outlaw copes brilliantly. It has 228bhp, a seven-speed automatic transmission, four-wheel drive and more toys as standard than many a new executive car has.

My company can claim the VAT back

off the purchase price and it costs me just £105 a month in company car tax because it is classed as a van.

Yes, it takes a bit longer to park at the supermarket and isn't as smooth a ride as a German exec, but against a similar-spec BMW 520d that would cost me at least £250 a month, I should say it makes perfect sense.

Rob Turner

Buxton

SMITTEN BY THE ALFA 156

Matt Prior recalls receiving a print of the new Alfa Romeo 156 in 1997 and uttering the words: "Good grief, I wanted it to be good" (Tester's Notes, 1 July).

I had treated myself to a trip to the Frankfurt show that year. I hadn't picked up on news of the new Alfa in my preshow reading, so the impact of seeing it on the stand was even more stunning.

I approached it through an area of

AUTOCAR What you're saying on autocar.co.uk

Adrian Newey to develop Aston hypercar

Genius doesn't happen by focusing on legacy. If he wants to do something impressive, Newey has to bring the same inquiry he used as an F1 designer. Scrap

He's at least as talented as Gordon Murray, and that road car project didn't exactly go badly. I think it's a great idea so long as he has a completely free hand. I can't wait to see how



different it will be from the McLaren P1. imd67

A Newey road car has got to be brilliant but

give him carte blanche to run the project without interference. Chris C

Great: another hypercar. Can someone just build a family car with a great ride? 275not599

A family car with excellent road manners is all we ask: light. frugal, nippy, room for five, 500-litre boot. AHA1





fairly subdued lighting and then saw the light blue metallic 156 brilliantly lit in pride of place. Wow! Not many fourdoor family saloons have done that for me over the years. The thing was that it was a middle-of-the-range version with normal-sized wheels and no dressing up.

The new Giulia looks good in photos and the launch video, but it's the superperformance model. I wonder if the volume model will deliver a wow factor like the 156 did. I'm willing to be wowed.

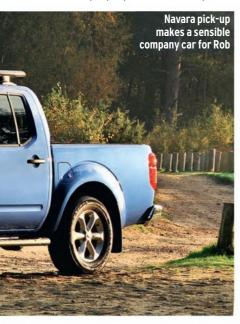
Rodger Williams

Ringwood

ACTIVE DEFENCE

Nik Crosthwaite (Your Views, 1 July) doesn't understand the point of the BMW 2-Series Active Tourer because it doesn't have four-wheel-drive or seven seats. Would he say the same about the Nissan Qashqai?

Plenty of people have seen the point



of the Qashqai, and you report in the same issue that the Active Tourer is now BMW's third best-seller in the UK. Actually, it can be had with four-wheel drive and the seven-seat Gran Tourer will soon be available.

As my wife and I get nearer in age to 70 than 60, after three much-loved Skoda Octavia vRS estates, we would like something a little higher off the ground but with more petrol-powered zing than the Qashqai.

So the Active Tourer (good car, silly name) will be on my shortlist, and it's clearly on a lot of other people's as well.

David Duvall

Gillingham, Dorset

A POOR RETURN

I'm surprised the AA or the RAC haven't mounted a legal challenge against the DVLA for its new method of calculating road tax when cars change hands.

The DVLA must have one of the most sophisticated computers on the planet, so why can't it calculate road tax on a daily basis and issue charges and refunds accordingly? This practice is unfair and should be illegal.

Stuart Cox

via email

MINI'S MARVEL

It was great to read that the lovely Mini Superleggera concept may be moving closer towards production (News, 8 July), although another four years seems to be an awfully long time to wait.

I have to wonder, though, why some in BMW management are sniffily derisive of the outgoing Mini Roadster, a car which their company developed, built and sold. In my experience, you don't insult the intelligence of the customers who bought your outgoing model if you would like them to buy the next one.

John Miles via email

Inside the magazine – on sale 29 July



Koenigsegg One:1 We hit 200mph in Sweden's £1.79m, 1160bhp masterpiece



FIRST DRIVE Kia Sportage

First impressions of the new Nissan Qashqai/Honda CR-V rival



Mercedes-AMG GT

Does the dramatic coupé's oldschool ethic excite our experts?



LaFerrari FXX K examined Under the skin of Maranello's track-focused hypercar

OUR CARS

A week in the life of Autocar's fleet

AUDI A6 AVANT AUDI

BMW ACTIVE BMW M4 CITROEN F

FERRARI

FORD

FORD

HYUNDAI i20 KIA Soul ev



efore we go anywhere in our new long-term BMW M4, we need to address the name. I can only imagine the howls of dismay at M division's Garching HQ when their bosses at what they touchingly refer to as the 'passenger car' mothership rebranded the two-door 3 Series as the 4 Series. It probably seemed a logical way to introduce a 'new' product line to an ever-expanding range. But had they considered the implications for their colleagues in the M performance arm?

To many, the M3 is the definitive M car and traditionally derived from the two-door 3 Series of the day. There have been saloon versions along the way, but the coupé has been the heart and soul of this famous performance car lineage for four generations. Today, the

M3 badge lives on as a saloon, but 'M4' has yet to acquire the same mystique. And we haven't even mentioned the turbochargers yet.

If the rebranding wasn't enough to contend with, enthusiasts have been further tested by the adoption of forced induction and the loss of a couple of cylinders from the high-revving V8 of the previous M3. At 3.0 litres, it's also a litre smaller than the V8, and there were initial fears that it would lose the characteristic high-revving, motorsport-bred feel that has been much admired by M enthusiasts.

The M4 gets off to a strong start, though. First up, it looks fabulous. The Austin Yellow of our test car can't be described as shy or retiring, but it shows off the M4's muscular looks to great effect and could never be mistaken for an M Sport-equipped 'civilian' 4 Series.

So it looks the part, and with 425bhp and 406lb ft, it more than addresses any feared performance deficit compared with the old 414bhp V8. That engine may have revved to the sky, but it could manage only 295lb ft, and even then only once it had 3900rpm on the dial. This new engine gives you the lot from 1850rpm but still loves to rev.

It's also significantly more efficient, achieving 34mpg on the combined fuel economy cycle and emitting 194g/km of CO₂ when fitted with the optional seven-speed M DCT dual-clutch automatic gearbox, as our car is. A six-speed manual gearbox is standard, but it makes the car a couple of tenths slower to 62mph, is a tad thirstier and

produces 204g/km. To put that in context, the V8's combined economy figure was 25.2mpg (although you'd be lucky to get near that) and the CO_2 emissions were 290g/km.

The engine is packed with technical delight, but we'll return to that at a later date, because first we need to consider the price. If £57,055 sounds reasonable for this level of performance, things can escalate rapidly if you start adding options. First is that £2645 M DCT gearbox, which BMW expects 85% of buyers to go for. Given the CO₂ and fuel economy advantages and the way it completes the formidable package of engine, chassis and control systems, it's a no-brainer, in our opinion.

Previous experience of the manual M4 confirms that, too. Sure, it has some

LAND ROVER

LEXUS

MAZDA

MAZDA



PORSCHE

RANGE ROVER

RENAULT

RENAULT

SEAT LEON X-PERIENCE

SKODA

SKODA

SUZUKI

VOLKSWAGEN



NHF











John McIlrov



































Mark Tisshaw













If you're going to choose only one option, make it the dual-clutch automatic gearbox

additional purist credibility but, like many BMW manuals, it's rubbery to use and you quickly realise that the entire powertrain has been optimised for the automatic. So if you're going to choose only one option, make it the M DCT.

You might pause for thought at £6250 for the M carbon-ceramic brakes, though. They look blingy and finally deliver the track-style stopping power underbraked M3s have traditionally lacked - but at some cost.

The next most expensive option on our car is the £1600 adaptive LED headlights. They've yet to prove their worth with these light summer evenings, but experience shows BMW's active lights are among the best in the business and more than just a gimmick.

The rest of our M4's options - and there are a lot of them - run the risk of being called just that, though, so it'll be interesting to see if they prove their worth over time. An extra £140 for a sliding front armrest and £155 for 'extended storage', anyone? We've also got an M head-up display (£825), Harman Kardon surround sound (£675) and an Advanced Parking Package (£545). You can see the full list below,

but brace yourself for the bottom line: a grand total of £73,870 on the road.

So this car has a huge amount of expectation to live up to - and a fairly burly price, too. Dressed to impress or not, the M4 has some work to do.

Having driven the car on its launch and subsequently here in the UK. I've a reasonable idea of what to expect. On the dry Portuguese roads where I drove it first, it seemed epic: massively fast and very clever at exploiting the calibration of the active differential and stability control systems to let you enjoy that engine to the full. On wetter roads in the UK, it felt rather different and, frankly, a bit of a handful. So it'll be interesting to see whether, over an extended test, the M4 has the all-round ability to satisfy as a daily driver as well as something special.

dan.trent@haymarket.com

Price £57,055 Price as tested £73,870 Options M carbon-ceramic brakes £6250, M DCT £2645, adaptive LED headlights £1600, full merino leather £1330, M head-up display £825, Harman Kardon surround sound £675, Advanced Parking Package £545, Surround View £500, lane changing warning system £440, carbonfibre interior trim £395, Driving Assistant £370, sun protection glass £265, speed limit display £220, Online Entertainment £190, black-finished wheels £175, extended storage £155, sliding front armrest £140, internet £95 Economy 29.5mpg Faults None Expenses None

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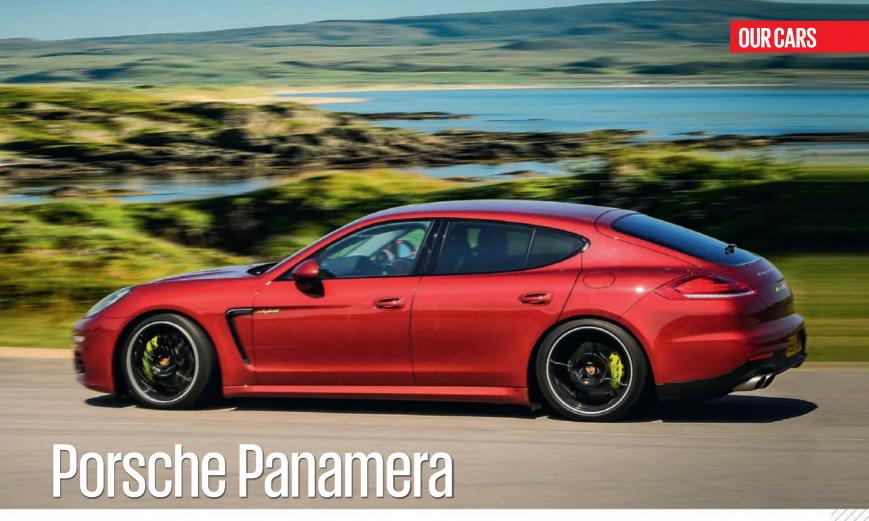
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Mileage 5126 Our eco-focused plug-in hybrid Porsche is still managing to impress us with the depth of its engineering

t's a very different type of Porsche, the Panamera S E-Hybrid. And yet, somehow, it still manages to live up to the brand's values. Now, any of Autocar's road testers will tell you that a 2.5-tonne, five-metre-long behemoth is about as far as you can get from a Cayman GT4 - and in so many ways they're right. But where the Panamera does score is its technical flair - in this case, the intricacy of the hybrid powertrain more than Porsche's usual engineering in the name of pure performance.

Editor-in-chief Steve Cropley borrowed the E-Hybrid for a weekend recently and his summary was succinct and deadly accurate: "I love the consistent feeling of deliberateness and precision about every pedal, lever and switch," he said. My appreciation goes even further: I love the way the Panamera manages to be a hybrid in a matter-of-fact way.

As I cruise down the M3 most evenings, the only thing that points to the sophisticated powertrain underneath is the way the rev counter flicks up and down, depending on the speed of traffic or the gradient of the road. It's hard to believe that a 3.0-litre





Defaulting to EV mode isn't always ideal

One of the few reminders that it's a hybrid

supercharged V6 petrol engine can start and stop so smoothly, but the Panamera achieves it. It is hard to detect it happening when you're above 50mph.

Of course, you can delve into the hybrid system's intricacies if you want. There are at least a couple of screens of the car's multimedia system devoted to what's happening battery-wise. For the most part, though, it's seamless anonymous, even - if you want it to be.

There is one exception to this. though: the Porsche's habit of starting in pure-electric mode every time. In theory, it's great to glide away in silence, but it's too easy to forget that you're nuking the batteries as soon as you get out onto anything approaching an open road. My preferred mode is neither E-Power nor E-Charge, where the engine is used more often to top up

the hatteries. It's somewhere between the two (let's call it Normal). But I have to remember to deselect E-Power every time I drive off – and I wish the Panamera could be a bit cleverer than that.

I wish it were a little quieter on the move, too, although that's not down to electric motor whine or even the combustion engine. It's our car's optional 20in wheels. Not only are they a millstone round your neck every time you park by a kerb, but they also produce a huge amount of tyre roar on the sort of open, coarse asphalt that's used on many UK motorways. If I had to choose again, I'd be tempted to keep the E-Hybrid on standard 18s.

On a more practical note, I've turned to the Porsche accessories list to get a child seat that really works in the back of the Panamera. I normally wouldn't

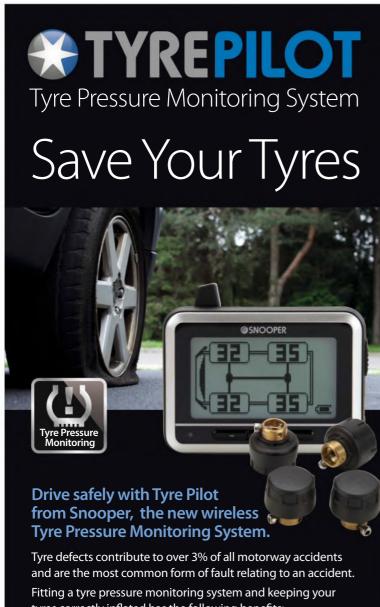
bother with the official kit, but our family's Group 1 seat is a complex rearfacing affair, and when it slotted into the Porsche's Isofix points at the base of the deep-bucketed rear seats, my son ended up hanging in the belts.

Enter the Porsche Techquipment seat - a front-facing affair that looks like a rebadged Britax but costs a cool £300. Still, it fits a treat and my twoyear-old seems pretty comfortable. Better still, the road noise doesn't seem to affect his ability to sleep on longer journeys (thank goodness).

john.mcilroy@haymarket.com

Porsche Panamera S E-Hybrid

Price £84,401 Price as tested £97,498 Economy 38.5mpg Faults None Expenses None Last seen 8.7.15



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Mileage 14,277 The Benz's vast load bay is proving even more popular than expected

eet the E-Class's biggest fan. He's called Erwin and while he may be named after The Desert Fox, he is actually 50kg of prime Alsatian, possibly with a bit of wolf mixed in for good measure. Erwin does not belong to me, not least because I'd fear that if I were ever unable to satisfy his craving for red meat, he might prove minded to substitute his usual pile of dead cow for something warmer and on the bone my leg, for instance.

Erwin's usual mode of transport is a BMW 3 Series Touring, but the fact that it's also an Alpina is lost on him. Erwin has a Labrador friend called Horace, but it's not really practical for them to travel together in the BMW. But the E-Class? Erwin took one look at its huge boot and, with all the effort of you or I negotiating a shallow step, bounded aboard. And





refused to move. I tried to pull him out but got scared when he growled.

The boot has proven useful for other purposes, too. Car photographers often snap their subject from the boot of another car. But unless that boot is very large and the ride very good, the job can be accursedly difficult. Three times I've turned up to jobs in it and three times it has been hijacked by photographers - two of whom didn't even work for Autocar - because there is no bigger or better platform for doing that job.

This car grows on me by the mile. Because it has such modest performance, I don't try to drive it fast; I simply settle back and enjoy the sumptuous ride, wonderful ergonomics and impressive refinement, happy to arrive whenever that may be. Which is as about out of character as I can get. But it's true: this is a soothing device as well as an exceptionally capable one.

As for Erwin, the only way to get him out was to drive around the block and return home, where, convinced he was back from some epic adventure, he disembarked without a backward look. He has many things in common with the field marshal after whom he is named, but intelligence is not one of them. andrew.frankel@haymarket.com

enz E220 CDI

Price new £38,555 Price now £27,950 Economy 43.3mpg Faults None Expenses None Last seen 17.6.15



Mileage 1810

There have been some significant developments in the world of infotainment for our Skoda Fabia.

When my car was built, it was fitted with a touchscreen display and MirrorLink software, which allows you to pair your phone with the car and

use it to access satellite navigation. Brilliant - no need to buy an aftermarket unit and you can display other phone apps on the car's screen.

Problem is, MirrorLink only works with Android phones, so my iPhone is no use. There wasn't an option to spec sat-nav on the Fabia, either, although

Skoda said the take-up for it was so minimal on the previous Fabia that it shouldn't be an issue. But it's a shame to have such an attractive screen that works so well in other ways but doesn't do everything it looks like it should.

However, if you buy a Fabia now, the good news is that the system has been upgraded to include CarPlay, which works with Apple products. If you don't fancy that, you can also shell out £250 for built-in satellite navigation.

That's great news for those who have held off getting a Fabia until now, but what of those 4000-odd owners in the same boat as me who have already been living with their Skoda for a while?

It's good and bad news. The good news is that investigations are currently under way to see if it's possible to retro-fit sat-nav to existing Fabias, but expect it to cost a fair chunk more than the £250 of the new system if it is.

The less good news is that there's no chance of getting CarPlay retrofitted, so if you are an Apple devotee, you won't be able to access your

phone via your Fabia's touchscreen.

To be honest, navigation hasn't been something that I've desperately missed in the first couple of months of living with the Skoda, although it is something that would have been appealing at just £250. I'll be investigating some aftermarket options and seeing what the best way forward is from here.

tom.webster@haymarket.com

Skoda Fabia 1.2 TSI 90 SE

Price £13,450 Price as tested £14,070 Economy 37.3mpg Faults None Expenses None Last seen 24.6.15





May the forces be with you

If the Ministry of Defence is splashing out on runabouts, here's what **James Ruppert** recommends

axpayer-subsidised vehicles are a bone of contention for me. I have a thing about how my money is spent and once got into a lot of trouble for suggesting that I could do it better.

I noticed recently that the Ministry of Defence has splurged £120 million on new motors. Why? These are not fighting vehicles but essentially runabouts for short journeys, all on some sort of clever lease arrangement.

So if I were going to recommend a runabout for the MoD to buy in bulk, what would it be? First, a Honda Civic. I'd be tempted to go for something from 2000 for £350. For that, you get a 1.5i VTEC Sport - a practical five-door job that will never wear out. However, many of them will have been sacrificed under

the scrappage scheme, so finding a few hundred examples now could mean buying further afield from the Far East. And although I am perfectly serious about relics being able to do a job, there are probably some health and safety rules about government departments running 15-year-old motors.

In that case, slightly younger cars would be required. I'll make another rule: they have to be made in the UK, to keep some money sloshing around the local economy. So another Civic, then. Why tie up public resources on a contract hire scheme when, with a self-imposed five-year age limit and a budget of £4000 per car, the spaceship-style 2010 2.2 CTDi ES could be the government vehicle of choice?



If something bigger were required, we could look at the Burnaston-built Toyota Avensis. It's anonymous, efficient and really roomy, plus it won't give anyone any sleepless nights, because it will just keep on going. Also, leave them for a few vears and they don't cost very much at all. About £5000 buys a five-year-old 2.0D-4D T2. What could be better for shifting armed forces stuff, especially if they plumped for the estate version?

There are probably some health and safety rules about government departments running 15-year-old cars









BANGERNOMICS BEST BUYS



READER'S CAR: FORD MONDEO ESTATE

Lee Davis calls it the Minty Avenger. It's a green, 187,000mile 2001 Mondeo 1.8 Zetec estate that he bought for £350 with FSH and six months' MOT. "The car has been a revelation," says Lee. "Granted, the power steering pump is a bit whiny and the AM on the radio doesn't seem to work. But it doesn't consume oil or water, gives 35mpg, the aircon is icy cold – and it has just sailed through another MOT. It even doubles up as a camper van for when me and my better half, Sarah, head to Cornwall for a spot of surfing."

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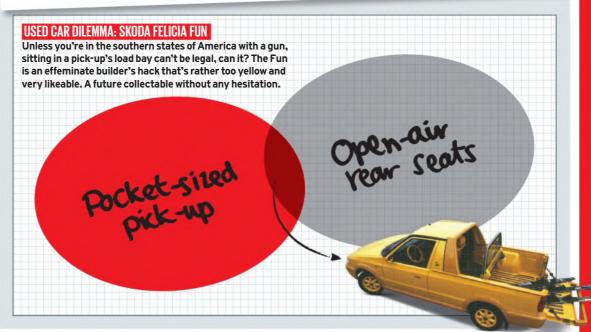
Twitter:@Bangernomics Email: james@bangernomics.com



Meanwhile, the top brass will no doubt insist on nothing less than a Lexus. That's what I would recommend, but they're not built in Blighty. Jaguars are, though. They also have a pleasing ability to become affordable rapidly.

We don't have to go for the latest XJ, because the old one was great. It looked sensational and already had some of the aluminium elements that make modern Jags class leaders. So we're looking at a 2007 2.7 TDVi Sovereign at around £7000. Older Jaguars aren't as flakey as they used to be, and I would argue that the running costs on one of these should be containable. Also, couldn't these be serviced by the brilliant Royal Engineers?

I could be in trouble again...



Go-anywhere Open-tops from £1500 Roof-down motoring doesn't have to be the preserve of slick GTs and cool boulevardiers.

Citroën Mehari (1968-1988)

Darren Moss picks five soft-top off-roaders

The definition of utilitarian design and simplistic engineering, the Mehari was based on the popular 2CV. Most examples were frontwheel drive, but in 1979 Citroën introduced a version with fourwheel drive. Power came from a 602cc flat twin engine connected to a seven-speed manual gearbox. The Mehari, which achieved

a cult status among fans, was exported around the world, even forming part of the Irish Defence Forces in the 1970s, although today it retains its most significant following in southern France.

Restored examples can be found online for as little as £5000. Watch out for a rotting chassis on well-used models, however.



Suzuki Vitara Cabriolet (1989-1998)

The rough and ready Vitara, which was available in both convertible and hard-top forms, was first introduced to Japan with the Escudo badge and sold as the Sidekick in the US. For the 4x4 models, dubbed JX and JLX, the sole engine was a 79bhp 1.6-litre four-cylinder petrol unit. The Vitara may not have been

particularly refined or sophisticated, but it had decent levels of off-road ability.

High-mileage Vitaras can be found for as little as £700, but £1500 will net you a low-mileage model in good condition. Problems include cracked cylinder heads, so make sure the oil has been changed regularly through the car's life.

Nissan Murano CrossCabriolet (2011-2014)

An object of some confusion from customers, the short-lived and US-only Murano CrossCabriolet was reportedly pushed through to production by Renault-Nissan boss Carlos Ghosn, who was keen to follow up the spectacular introduction of the Nissan Juke with another quirkily styled crossover.

Launched as part of the second-

generation Murano line-up, the soft-top used a 3.5-litre V6 petrol engine.

Problems focus around the car's roof operation. Some owners report malfunctions with the roof mechanism, as well as the opening/closing action leaving scuff marks on the seats. US dealers list used examples for around \$28,000 (about £18,000).



DEALS





Jeep Wrangler (1987-1995)

The Wrangler has a reputation for being a true go-anywhere off-roader. Engines included a 2.5-litre four and a 4.2-litre V6. Soft-top Wranglers had 'half doors' as standard; full-framed doors were optional, as was a hard-top roof.

The classifieds are full of Wranglers of varying quality. We found a left-hand-drive example in good nick for £4795; low-mileage cars will cost from £6000. Watch out for rust and stay away from any cars that have been modified.



Land Rover Series 2A (1961-1971)

Soft-top Series 2s came with a 2.5-litre diesel engine, although long-wheelbase models had the option of a 2.6-litre six.

The Series 2A dominated the world's off-road markets. It's said that in the 1960s Land Rover accounted for 90% of Australia's 4x4 market.

We've found Series 2As for as little as £2000 online, with decent examples for around £4000. While the body seems to age well, it's worth checking out the car's electrical systems for any defects.

Mercedes-Benz G-Class Cabriolet (1997-2013)

The open-top version of Mercedes-Benz's luxury off-roader was introduced in 1997 and featured a powered soft-top roof. Engine options included a 2.9-litre turbodiesel and a petrol V6, although a 340bhp V8 option was added for the G500 in 1998.

The G-Class Cabriolet continued until 2013, when Mercedes released the

limited Final Edition to mark the end of production.

Although few early examples are still around, models in Europe are being sold online for as little as £14,000. Thanks to the G-Class's reputation for near-indestructible build quality, issues are rare, but do check the operation of that powered roof before buying used.

NEW CARS

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Autocar's star ratings explained

2 100 000	
ተ ተተተ	Inherently dangerous/unsafe.
	Tragically, irredeemably flawed.
***	Appalling. Massively
	significant failings.
****	Very poor. Fails to meet any
	accepted class boundaries.
****	Poor. Within acceptable
	class boundaries in a few areas. Still
	not recommendable.
****	Off the pace. Below average in
	nearly all areas.
***	Acceptable. About average in key areas, bu
	disappoints.
***	Competent. Above average
	in some areas, average in others.
	Outstanding in none.
****	Good. Competitive in key areas.
★★★ ☆	Very good. Very competitive
	in key areas, competitive in
	secondary respects.
****	Excellent. Near class
	leading in key areas, and in some
	ways outstanding.
****	Brilliant, unsurpassed. All but flawless.
(F. 11. 11.	Any car that has had
Full road te	STON a full Autocar road tost
autocar.co	uk is highlighted in yellow.
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FOR FULL RESULTS see page 83

Make and Model Price Bhp Co. g/km Insurance group	Make and Model Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp Co. g/km insurance group	Make and Model Price Bhp CO ₂ g/km	nsul
ABARTH 500 3dr hatch Good value hot hatch. In Esseesse trim	VANTAGE ROADSTER 2dr open Drop-top suits the Vantage's relaxed nature ★★★☆	1.2 TFSI 110 Sport £20635 108 117 17 1.2 TFSI 110 S line £22745 108 114 18	1.8 TFSI 170 S line £30170 158 14 1.8 TFSI 170 Black Edition £30945 158 14	41 26 41 26
it's great fun to drive ★★★☆	4.7 V8 £98995 420 299 -	1.4 TFSI 125 SE £20535 123 122 18	3.0 TFSI 333 quattro \$4 £40910 328 18	
1.4 T-Jet £14205 133 155 26	4.7 V8 S £110700 430 299 -	1.4 TFSI 150 SE ACT £21385 148 112 23	4.2 V8 RS4 £56595 444 24	49 41
500 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car ★★★☆☆	5.9 V12 S £150000 510 388 - DB9 VOLANTE 2dr open Facelift a big improvement	1.4 TFSI 150 Sport ACT £22785 148 112 23 1.4 TFSI 150 S line ACT £24935 148 114 24	2.0 TDIe 136 SE £28900 134 11 2.0 TDIe 136 SE Technik £29900 134 11	
1.4 16v Turbo T-Jet £16005 133 155 27	dynamically ★★★☆☆	1.4 TFSI 150 e-tron £35340 201 37 29	2.0 TDI 163 Ultra SE £29620 161 11	
PUNTO EVO 3dr hatch Scorpion-badged Punto is	5.9 V12 £141995 470 333 -	1.8 TFSI 180 quattro Sport £27450 178 149 27	2.0 TDI 163 Ultra SE Technik £31040 161 11	
fun, but not the most focused hot hatch ★★★☆ 1.4 Turbo M'Air £16857 161 142 30	DB9 2dr coupé Enchanting looks, but ride is choppy. Manual the best ★★☆☆	1.6 TDI 110 ultra SE £21485 108 89 17 1.6 TDI 110 ultra SE Technik £22235 108 89 17	2.0 TDI 177 S line £32475 175 12 2.0 TDI 177 Black Edition £33250 175 12	
	5.9 V12 £131995 470 333 -	1.6 TDI 110 Sport £22885 108 105 17	2.0 TDI 177 quattro SE £31180 175 13	39 27
ALFA ROMEO MITO 3dr hatch Classy, well equipped and cheap. No	VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too ★★★☆	1.6 TDI 110 S line £25035 108 107 18 2.0 TDI 150 SE Technik £23585 148 108 23	2.0 TDI 177 quattro SE Technik £32480 175 13 2.0 TDI 177 quattro S line £34035 175 13	
dynamic benchmark ★★★☆	5.9 V12 £189995 565 335 -	2.0 TDI 184 Sport £25505 175 112 27	2.0 TDI 177 quattro Black Edit £34810 175 13	
0.9 TB TwinAir 105 Distinctive £16160 103 98 13	AUDI	2.0 TDI 184 quattro Sport £28415 175 127 26	3.0 TDI 245 quattro Black Edit £40325 237 15	
0.9 TB TwinAir 105 OV Line £16910 103 98 13 1.4 140 M'iair TCT Distinctive £17710 138 124 19	A1 3dr hatch Audi's answer to the Mini. Fun and refined	2.0 TDI 184 S line £27655 175 114 28 A3 CABRIOLET 2dr open A measured success, but	A4 ALLROAD 5dr estate Rugged 4x4 A4. Price ★★★☆☆	ey
1.4 140 M'air TCT OV Line £18460 138 124 20	★★★★ ☆	the usual sacrifices make it fun free ★★★☆	2.0 TFSI 225 quattro £34515 222 16	
1.4 170 M'Air O'Verde £20300 168 139 26 1.3 JTDm-2 85 Distinctive £16745 94 90 11	1.4 TFSI 125 Sport £16730 123 115 21 1.4 TFSI 125 S line £18725 123 117 21	1.4 TFSI 150 S line £29675 148 118 26 1.4 TFSI 150 SE £26125 148 116 24	2.0 TDI 177 quattro £32680 175 15 3.0 TDI V6 245 quattro £38265 242 16	
1.6 JTDm-2 120 D'tive S-S £17910 118 114 19	1.4 TFSI 150 S line £19520 148 112 25	1.4 TFSI 150 Sport £27525 148 116 25	A5 5dr sportback Refined four-door coupe, but s	
1.6 JTDm-2 120 QV Line £18660 118 114 20 GIULIETTA 5dr hatch Stylish, rewarding family	2.0 TFSI 231 S1 £25420 228 162 33 1.6 TDI 116 SE £15430 114 92 19	1.8 TFSI 180 S line Au £32895 178 133 29 1.8 TFSI 180 Sport Au £30745 178 133 29	on charm or finesse ★★★☆ 1.8 TFSI 170 Black Edition £32615 168 13	2/ 27
hatch. A new era for Alfa ★★★☆	1.6 TDI 116 SE £15430 114 92 19 1.6 TDI 116 Sport £17405 114 92 19	1.8 TFSI 180 Sport Au £30745 178 133 29 2.0 TDI 150 S line £31125 148 115 27	1.8 TFSI 170 Black Edition £32615 168 13 1.8 TFSI 170 SE Technik £29900 168 13	
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2.0 JTDM 175 OV Line TCT £27590 148 110 20 1.4 TB 120 Progression £18450 118 149 16	A1 5dr sportback Rear doors add convenience to an attractive package ★★★☆	2.0 TDI 150 Sport £28975 148 113 25 1.8 TFSI 180 Sport £29265 178 140 29	2.0 TDI 136 ultra S line £32265 138 11 2.0 TDI 136 ultra SE £30435 138 10	
1.4 TB 120 Distinctive £19700 118 149 16	1.4 TFSI 125 Sport £17350 123 118 21	1.8 TFSI 180 quattro Sport £32225 178 154 29	2.0 TDI 136 ultra SE Technik £31385 138 10	09 24
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1.4 TB Mult'r 170 OV Line TCT £25995 168 121 23 1.6 JDTM 105 Progression £19500 103 114 16	1.6 TDI 116 Sport £18025 114 92 19 1.6 TDI 116 S line £20020 114 93 19	1.6 TDI 110 Sport £27625 108 110 18 1.6 TDI 110 S line £29775 108 112 20	2.0 TDI 150 SE Technik £33340 148 12 2.0 TDI 177 Black Edition £34885 175 12	
1.6 JDTM 105 Distinctive £20750 103 114 16	A3 3dr hatch Classy interior, stable handling and good	2.0 TDI 184 Sport £30245 181 117 30	2.0 TDI 177 quattro Black Edit £36540 175 13	
1.6 JDTM 105 Excl. £22500 103 114 16	engines. Second only to the Golf ★★★☆	2.0 TDI 184 S line £32395 181 119 31	2.0 TDI 177 quattro S line £35465 175 13	
2.0 JTDM 150 Distinctive £21930 148 110 20 2.0 JTDM 150 Excl. £23680 148 110 20	1.2 TFSI 110 SE £18615 108 117 17 1.6 TDI 110 ultra SE Technik £21615 108 89 17	2.0 TDI 184 quattro S line £35435 181 134 31 2.0 TDI 184 quattro Sport £33285 181 132 30	2.0 TDI 177 quattro SE £32475 175 13 2.0 TDI 177 quattro SE Technik £33825 175 13	
2.0 JTDM 150 OV Line £25430 148 110 20	2.0 TDI 184 quattro \$ line £29945 148 129 26	A4 4dr saloon Highly competent and quality laden;	2.0 TDI 177 SE Technik £32170 175 12	20 28
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles ★★★★★	2.0 TDI 184 quattro Sport £27795 148 127 26 2.0 TDI 184 S line £27035 148 114 28	leaves the dynamic finesse to its rivals * * * * * 2.0 TDI 150 Black Edition £31005 148 119 24	2.0 TFSI 225 quattro Black Edi £37325 222 16 2.0 TFSI 225 quattro S line £36370 222 15	
1.75T £51500 237 159 50	2.0 TDI 184 Sport £24885 148 112 27	2.0 TDI 150 S line £30230 148 119 23	2.0 TFSI 225 quattro SE £33260 222 15	52 33
ALPINA	2.0 TFSI 300 quattro S3 £30980 296 162 36 1.2 TFSI 110 Sport £20015 108 117 17	2.0 TDI 150 SE £28855 148 127 23 2.0 TDI 150 SE Technik £30275 148 127 23	2.0 TFSI 225 quattro SE Techni £34730 222 15 3.0 TDI 204 Black Edition £38485 201 12	59 33 29 30
B3 2dr coupé Rapid, usable and cheaper alternative to	1.2 TFSI 110 Sport £20015 108 117 17 1.2 TFSI 110 S line £22125 108 114 18	2.0 TDI 177 SE Technik £29620 175 120 27		64 35
an M3 ★★★☆	1.4 TFSI 125 SE £19915 123 122 18	2.0 TFSI 225 quattro Black Edi £35275 222 155 33	3.0 TFSI 333 quattro S5 Black £44065 328 18	
3.0 S Biturbo £51350 394 224 - B3 4dr saloon Rapid, usable and cheaper alternative to		2.0 TFSI 225 quattro S line £34500 222 155 33 2.0 TFSI 225 quattro SE £31645 222 155 32	1.8 TFSI 170 £26780 168 13 1.8 TFSI 170 SE £28550 168 13	
an M3 ★★★☆☆	1.4 TFSI 150 SE ACT £20765 148 109 23	2.0 TFSI 225 quattro SE Techni £32945 222 155 33	1.8 TFSI 170 S line £31540 168 13	36 27
3.0 \$ Biturbo £50350 394 224 - B3 CONVERTIBLE 2dr open Rapid, usable, cheaper	1.4 TFSI 150 Sport ACT £22165 148 109 23 1.4 TFSI 150 S line ACT £24315 148 111 24	1.8 TFSI 120 SE £24385 118 151 19 1.8 TFSI 120 SE Technik £25685 118 151 19	3.0 TFSI 333 quattro S5 £42990 328 18 2.0 TDI 177 £29050 175 12	
alternative to an M3. ★★★☆☆	1.8 TFSI 180 Sport £23905 178 135 26	1.8 TFSI 120 S line £27240 118 151 20	2.0 TDI 177 SE £30820 175 12	
3.0 S Biturbo £56450 394 225 -	1.8 TFSI 180 quattro Sport £26830 178 149 27	1.8 TFSI 120 Black Edition £28015 118 151 20	2.0 TDI 177 S line £33810 175 12	
B3 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3. ★★★☆	1.8 TFSI 180 S line £26055 178 135 27 1.8 TFSI 180 quattro S line £29055 178 153 28	1.8 TFSI 170 SE	3.0 TDI 204 S line £37410 201 12 3.0 TDI 245 quattro S line £41090 242 15	
3.0 S Biturbo £51350 394 225 -	1.6 TDI 110 ultra SE £20865 108 89 17	1.8 TFSI 170 S line £28855 168 134 26	A5 2dr coupé High class, good-looking coupe. V8	
B5 4dr saloon Huge pace, but let down by uninvolving dynamics ★★★☆☆	1.6 TDI 110 Sport £22265 108 105 17 1.6 TDI 110 S line £24415 108 107 18	1.8 TFSI 170 Black Edition £29630 168 134 26 3.0 V6 333 S4 £39610 328 178 36	coupe better than V6 Cab ★★★☆ 1.8 TFSI 170 Black Edition £32865 168 13	2/ 27
B5 Biturbo £71950 507 252 -	2.0 TDI 150 SE £22215 148 108 21	3.0 V6 333 S4 Black Edition £40685 328 178 36	1.8 TFSI 170 S line £31790 168 13	34 27
B5 Biturbo £71950 500 252 -	2.0 TDI 150 SE Technik £22965 148 108 23 2.0 TDI 150 Sport £23615 148 108 21	2.0 TDIe 136 SE Technik £28600 134 112 23 2.0 TDIe 136 SE £27600 134 112 23	2.0 TFSI 225 quattro Black Edi £37575 222 16 2.0 TFSI 225 quattro S line £36620 222 15	
B5 TOURING 5dr estate Huge pace, but let down by uninvolving dynamics ★★★☆☆	2.0 TDI 150 Sport £23615 148 108 21 2.0 TDI 150 S line £25765 148 109 21	2.0 TDIe 136 SE £27600 134 112 23 2.0 TDI 163 Ultra SE £28320 161 109 27	2.0 TFSI 225 quattro S line £36620 222 15 2.0 TFSI 225 quattro SE £33995 222 14	
B5 Biturbo £71950 500 255 -	A3 4dr saloon All the A3's standard attributes in a	2.0 TDI 163 Ultra SE Technik £29740 161 109 27	1.8 TFSI 170 SE £29200 168 13	
B7 4dr saloon Makes sense on an autobahn but not for the UK ★★☆☆	saloon body. S3 great looking ★★★☆ 1.4 TFSI 150 ACT Sport £23335 148 110 23	2.0 TDI 177 \$ line £31175 175 120 27 2.0 TDI 177 Black Edition £31950 175 120 28	3.0 TFSI 333 S5 £43790 328 18 3.0 TFSI 333 S5 Black Edition £44865 328 18	
4.4 V8 Switch-tronic £95850 500 282 -	1.6 TDI 110 S line £25585 108 106 18	2.0 TDI quattro 177 SE £29880 175 134 27	4.2 V8 RS5 £59920 444 24	46 45
4.4 V8 Switch-tronic LWB £98850 500 282 - D3 4dr saloon Precise dynamics with added Alpina		2.0 TDI quattro 177 SE Technik £31180 175 134 27 2.0 TDI quattro 177 S line £32735 175 134 27	2.0 TDI 163 Ultra SE £31590 161 10 2.0 TDI 177 SE £31470 175 12	
kudos and a great engine ★★★☆	1.8 TFSI 180 Sport £25075 178 135 23	2.0 TDI quattro 177 Black Edit £33510 175 134 28		
3.0D Biturbo £46950 345 139 50	2.0 300 quattro \$3 £33580 296 164 36	3.0 TDI quattro 245 SE £35360 237 149 33	2.0 TDI 177 Black Edition £35135 175 12	
D5 4dr saloon Rapid, usable and cheaper alternative to an M5 ★★★☆	2.0 TDT 150 Sport £24785 148 107 23 1.4 TFSI 150 ACT S line £25485 148 112 24	3.0 TDI quattro 245 S line £38215 237 149 33 3.0 TDI quattro 245 Black Edit £38990 237 149 34	2.0 TDI 177 quattro SE £33125 175 13 2.0 TDI 177 quattro S line £35715 175 13	
3.0 Bi-Turbo £55950 340 155 -	1.8 TFSI 180 S line £27225 178 135 24	A4 AVANT 5dr estate Highly competent and quality	2.0 TDI 177 quattro Black Edit £36790 175 13	34 29
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable ★★★★☆		laden; leaves dynamic finesse to others ★★★☆ 1.8 TFSI 170 SE Technik £28735 158 141 24	3.0 TDI 204 S line £37660 201 12 3.0 TDI 204 Black Edition £38735 201 12	
3.0 XD3 £54950 345 - 49		2.0 TDI 150 Black Edition £32305 148 124 24	3.0 TDI 245 quattro S line £41340 242 15	
ARIEL	2.0 TDI 184 S line £28205 181 114 28	2.0 TDI 150 S line £31530 148 124 23		32 35
ATOM Odr open Superbike fast track mentalism. As		2 0 TDI 150 SF Technik £31575 148 130 23	nowered steel-snrung trim's hest * * * *	
exhilarating as cars get ★★★☆	A3 5dr sportback Classy interior, stable handling and	2.0 TDI 177 SE Technik £30920 175 126 27 2.0 TFSI 225 quattro Black Edi £36575 222 159 33 2.0 TFSI 235 quattro Silva 235 punthe Silva 235 punt	1.8 TFSI 170 S line £35570 168 14	
245 £29321 245 300 £34319 300	good engines. Second only to the Golf ★★★☆ 1.4 TFSI 125 S line £24085 123 124 20	2.0 TFSI 225 quattro Black Edi £36575 222 159 33 2.0 TFSI 225 quattro S line £35800 222 159 33	1.8 TFSI 170 S line Special Ed £36695 168 14 2.0 TDI 150 S line £37515 148 12	
	1.4 TFSI 125 Sport £21935 123 122 19	2.0 TFSI 225 quattro SE £32945 222 159 32	2.0 TDI 150 S line Special Edi £38520 148 13	
ASTON MARTIN RAPIDE 4dr saloon Four-door Aston is more practi-	1.8 TEST 180 quattro S line £29675 178 153 28	2 O TEST 225 quattro SE Techni £34245 222 159 33	2.0 TDI 150 SE £34265 148 12 2.0 TDI 177 S line Special Edi £38950 175 12	23 27
cal, but just as charming ★★★☆	1.8 TFSI 180 S line £26675 178 135 27 1.8 TFSI 180 Sport £24525 178 135 26	3.0 TDI 245 quattro SE £36695 237 154 33	2.0 TFSI 225 quattro S line £41980 222 16	
5.9 V12 S £149995 550 355 -	2.0 TDI 150 S line £26385 148 109 21	3.0 TFSI 333 quattro S4 Blk Ed £41985 328 180 36	2.0 TFSI 225 quattro S line Sp £42870 222 17	75 37
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston ★★★☆	2.0 TDI 150 SE £22835 148 108 21 2.0 TDI 150 Sport £24235 148 108 21	1.8 TFSI 120 SE £25685 118 154 19 1.8 TFSI 120 SF Technik £26985 118 154 19	2.0 TFSI 225 quattro SE £38615 222 16 2.0 TFSI 225 S line £38860 222 15	
4.7 V8 £84995 420 299 -	2.0 TDI 184 quattro S line £30565 175 129 26	1.8 TFSI 120 S line £28540 118 154 20	2.0 TFSI 225 S line Special Ed £39830 222 15	57 36
		1.8 TFSI 120 Black Edition £29315 118 154 20	2.0 TFSI 225 SE £35575 222 14	
5.9 V12 S £138000 565 388 50	1.2 TFSI 110 SE £19235 108 117 17	1.0 11 31 110 3E £2[3]3 38 4 25	3.0 TDI 204 S line Special Edi £42680 201 13	10 34



Vorsprung with even more Technik.

Business users only with Contract Hire.^

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km
3.0 TDI 245 quattro S line Spe 1.8 TFSI 170 SE	£46110 £32320	242	173		2.0 TFSI 180 quattro S line 2.0 TFSI 180 quattro S li Plus	£32190 £34540	176 176	155 161
3.0 TFSI 333 S5	£47035		189		2.5 TFSI 340 quattro RS	£45540	335	
4.2 V8 RS5	£69555		249		2.0 TDI 150 SE	£26920	148	
2.0 TDI 177 SE 2.0 TDI 177 S line	£34575 £37825		127		2.0 TDI 150 quattro SE	£28480 £29470	148	
3.0 TDI 204 S line	£41555		127		2.0 TDI 150 S line 2.0 TDI 150 quattro S line	£31030	148	
3.0 TDI 245 quattro S line	£45220	242	167	39	2.0 TDI 150 quattro S li Plus	£33380	148	140
A6 4dr saloon The best sprung				ne of	2.0 TDI 184 quattro SE	£29280	181	
the most appealing full stop. 3.0 BiTDI 320 quattro Black Ed	★★★ £51165		164	44	2.0 TDI 184 quattro S line 2.0 TDI 184 quattro S li Plus	£31845 £34195	181	143
3.0 BiTDI 320 quattro S line	£48990		159		Q5 5dr 4x4 Exceptionally goo			
3.0 TDI 218 Black Edition	£43135		127		very compromised ride	***		
3.0 TDI 218 quattro Black Edn 3.0 TDI 218 quattro S line	£44895 £42720		138		2.0 TFSI 180 quattro S line PI 2.0 TFSI 180 quattro SE	£36270 £31370	178	
3.0 TDI 218 quattro SE	£40195		133		2.0 TFSI 180 quattro S line	£33770	178	
3.0 TDI 272 quattro Black Edn	£46455		138		2.0 TFSI 225 quattro SE	£32845	222	
4.0 TFSI 450 S6 2.0 TDI 190 Ultra SE	£56545 £32295		214		2.0 TFSI 225 quattro S line 2.0 TFSI 225 q'tro S line Plus	£35300 £37800	222	
2.0 TDI 190 Ultra S line	£34820	187			2.0 TDI 150 quattro SE	£31720	148	
2.0 TDI 190 Ultra Black Edtn	£36995		119		2.0 TDI 150 quattro S line	£34120	148	
3.0 TDI 218 SE 3.0 TDI 218 S line	£38435 £40960		122		2.0 TDI 150 quattro S line Plu 2.0 TDI 177 quattro SE	£36655 £32610	148	
3.0 TDI 272 quattro SE	£41755		133		2.0 TDI 177 quattro S line	£35010	175	
3.0 TDI 272 quattro S line	£44280	268	133	42	2.0 TDI 177 q'ttro S line Plus	£37510	175	154
3.0 BiTDI 320 quattro SE A6 AVANT 5dr estate Acap	£46465		159 tor: R		3.0 TDI 245 quattro SE	£38370 £40770	241	169 169
AB AVAN I DUI ESTATE A CAP a giant killer	able stres			ııVI	3.0 TDI 245 quattro S line 3.0 TDI 245 q'ttro S line Plus	£40110	241	169
3.0 BiTDI 320 quattro Black Ed	£53330	316	169		3.0 BiTDI 313 S05	£44785	309	174
3.0 BiTDI 320 quattro S line	£51040		164		Q7 5dr 4x4 Seven-seat SUV fe	els its bul		
3.0 TDI 218 Black Edition 3.0 TDI 218 quattro Black Edn	£45185 £46960		130		Land Rover is better 3.0 TDI 204 S line Plus	£51155	201	
3.0 TDI 218 quattro S line	£44770		138		3.0 TDI 245 S line Plus	£52585	237	
3.0 TDI 218 quattro SE	£42245		138		3.0 TDI 245 S Line Sport Editi	£55585	237	195
3.0 TDI 272 quattro Black Edn 4.0 TFSI 560 RS6	£48520 £78790		223		3.0 TDI 245 S Line Style Editi 4.2 TDI 340 S line Plus	£54085 £62220	237 335	
4.0 TFSI 450 S6	£58545		219		4.2 TDI 340 S Line Sport Editi	£65220	335	
2.0 TDI 190 Ultra SE	£34345		118		4.2 TDI 340 S Line Style Editi	£63720	335	
2.0 TDI 190 Ultra S line	£36870		119		3.0 TDI 204 SE 3.0 TDI 204 S line	£43895 £46655	201	
2.0 TDI 190 Ultra Black Edtn 3.0 TDI 218 SE	£39045 £40485		125		3.0 TDI 245 S line	£48085	237	
3.0 TDI 218 S line	£43010	215	125	35	4.2 TDI 340 S line	£57720	335	242
3.0 TDI 272 quattro SE	£43805		138		TT 2dr coupé TT finds its mojo			
3.0 TDI 272 quattro S line 3.0 BiTDI 320 quattro SE	£46330 £48515		164		now an equal to the obvious pres 2.0 TFSI Sport	£29915		141
A6 ALLROAD 5dr estate R	ugged 4x	4 A6. I	enı		2.0 TFSI Sport quattro	£32860		153
pricey 3.0 TDI 218 quattro	★ ★ ★ £45755		149	30	2.0 TFSI S line 2.0 TFSI S line quattro	£32465 £35410		141 153
3.0 TDI 218 quattro Sport	£49455		149		2.0 TFSI 310 quattro TTS	£38945	306	
3.0 TDI 272 quattro	£47315		149		2.0 TDI Ultra Sport	£29810	181	
3.0 TDI 272 quattro Sport 3.0 BiTDI 320 quattro	£51015 £52125		149		2.0 TDI Ultra S line TT ROADSTER 2dr open	£32360 Takes th	181	
3.0 BiTDI 320 quattro Sport	£55825		172		TT's fine looks - but still hugely co			
A7 SPORTBACK 5dr hatch	A good r	mix of	luxur		2.0 TDI ultra 184 S line	£34545	181	114
practicality and driver reward	\$ * * *		182	44	2.0 TDI ultra 184 Sport	£31995		114
3.0 TFSI 333 quattro S line 3.0 TFSI 333 quattro Black Edi	£53045 £55395		182		2.0 TFSI 230 quattro S line 2.0 TFSI 230 quattro Sport	£37595 £35045		158 158
3.0 TDI 218 Ultra SE Exec	£45915	215	124	37	2.0 TFSI 230 S line	£34650	228	144
3.0 TDI 218 Ultra S line	£48705		128		2.0 TFSI 230 Sport	£32100	228	144
3.0 TDI 218 quattro SE Executi 3.0 TDI 218 quattro S line	£47670 £50480		138		2.0 TFSI 310 TTS R8 2dr coupé Usable, but no I	£41130		173 d drar
3.0 TDI 218 quattro Black Edit	£52830		142		ic for it. V10 is brutal	★★		
3.0 TDI 272 quattro SE Executi	£50255	268	138	43	4.2 FSI 430 V8	£93785	424	332
3.0 TDI 272 quattro S line	£53060		142		5.2 FSI 525 V10	£114885		
3.0 TDI 272 quattro Black Edit 3.0 BiTDI 320 quattro S line	£56730		142		5.2 FSI 550 V10 Plus R8 SPYDER 2dr open Grea	£12688 noise a		
3.0 BiTDI 320 quattro Black Ed	£59080	316	167		the coupe's poise	***	**	k
A8 4dr saloon Stylish, comfor	table and	solid.	A		4.2 FSI 430 V8	£10243	5 424	337
convincing exec saloon	★★★ \$6210F	247	155	14	5.2 FSI 525 VIO BAC MONO 2dr open An F-22 Rap	£123535	518	349
2.0 TFSI 245 Hybrid	£64280	208	144	42	BAC			
2.0 TFSI 245 Hybrid L	£68285	208	148	43	MONO 2dr open An F-22 Rap	tor for the	road.	Only
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46	better built	***	(*)	ķ.
3.0 TFSI 310 quattro Sport Exe 4.0 TFSI 435 quattro SE Exec L	£01890	429	716	46	MUII0 2.3	£11116	o 280	-
					BENTLEY			
4.0 TFSI 520 S8	£80735	513	216	49	CONTINENTAL GT 2dr cou	pé Abril	liant A	udi
6.3 W12 500 quattro L 3 O TDI 258 quattro SE	£9/920	493	254	50	CONTINENTAL GT 2dr cou V8-inspired reboot 6.0 W12 GT Speed 4.0 V8 4.0 V8 6.0 W12 CONTINENTAL GT 2dr ope V8-inspired reboot	£15110	r ★ ;	330 <u>1</u>
3.0 TDI 258 quattro SE L	£63545	254	158	46	4.0 V8	£12385	0 500	246
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46	4.0 V8 S	£13900	0 521	246
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46	6.0 W12	£13671	0 567	385
3.0 IDI 258 quattro Sport Ex L 4.2 TDI 385 quattro SF Evec	£69/50	254 380	158	4/ 50	V8-inspired reheat	A Drilli	ant Au	ıdı
4.2 TDI 385 quattro SE Ex L	£76800	346	190	50	V8-inspired reboot 4.0 V8 4.0 V8 S 6.0 W12 Speed	£136250	500	254
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50	4.0 V8 S	£15290	0 521	254
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50 als	6.0 W12 Speed MULSANNE 4dr saloon Eff	£16790	0 616	347
					Great driving position 6.75 V8			

£25380 138 128 19 £28060 138 131 20 £29640 176 152 27

1.4 TFSI 150 S line

	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model
o S line	£32190	176	155	27	FLYING SPU
	£34540	176	161	28	
ro RS	£45540	335	203	37	4.0 V8
	£26920	148	119	20	6.0 W12
SE .	£28480	148	131	20	6.0 W12 Mulline
S line	£29470	148	122	21	BMW
S li Plus	£31030 £33380	148	140	21	1 SERIES 3d
SE	£29280	181	139	24	comfort now. St
onil 2	£31845	181	143	24	118i SE
S li Plus	£34195	181	148		118i Sport
ptionally g	ood handlin	g for a	n SUV,	, but	118i M Sport
ide o S lino P	★★ 1 £36270	179	174	20	120i Sport 120i M Sport
o SE	£31370	178	174	28	125i M Sport
o S line					
ro SE	£32845	227	173	29	116d SE
ro S line	£35300				
	£37800	220	181	30	116d Sport
SE S line	£31720 £34120	1//	147	21	1104 CE
	£36655 £32610	148	152	22	118d SE 118d Sport
SE	£32610	175	154	24	118d M Sport
S line	£35010				
	£37510	179	154	25	120d M Sport
SE C	£38370	241	169	33	1720 W POLL
S line	£40770	241	107	34	I SERIES JU
S line Plus	£43270 £44785	241	169	34	comfort now. St
n-seat SIII	feels its bu	JU:	174 MW X5	41 0r	118i SE 118i Sport
	**		۸		110; H Cnort
Plus	£51155	201	189 195 195 195	37	120i Sport
Plus	£52585	237	195	41	120i M Sport
Sport Edit	£55585	237	195	41	125i M Sport
Style Editi Plus	£54085 £62220	231	242	41	M135i 116d SE
Sport Edit	i £65220	335	242	47	116d ED Plus
Style Edit		335	242	47	116d Sport
,	£43895	201	189	35	116d M Sport
	£46655	237	189	36	118d SE
	£48085	237	242 242 189 189 195	40	118d Sport
finds its m	£57720 ojo at last. [JJ: Driva a	242	45	118d M Sport 120d Sport
ohvious n	restige 🛨	# ★	λμειτε ★ ☆	iice	120d Sport
obilious pi	restige 🛨 £29915	228	141	35	120d xDrive M
ttro	£32860	228	153	37	1200 XDLING 2b
	£32465	228	141		125d M Sport
tro	£35410	228	153	38	2 SERIES 2d
o TTS	£38945 £29810	306	168	45	M235i is one of 225d M Sport
	£32360		116		220i Sport
2dr open	Takes th	e eda	off th	10	220i M Sport
still hugely					228i M Sport
line	£34545 £31995 £37595 £35045	181	114	36	M235i
port	£31995	181	114	35	218d SE
ro S line	£3/595	228	158	39	218d Sport
ro Sport	£34650	228	144	38	218d M Sport 220d Sport
	£32100	228	144	37	220d M Sport
	£41130		173		2 SERIES 2d
	o less involv	ring aı	nd dra	mat-	coupe's verve, b
il	***	t *:	k		220d M Sport
	£93785 £11488 £12688	424	332	50	220d Sport 220i M Sport
IS	£11400	5 543	346	50	220i M Sport
	eat noise, a	nd los	es littl	e of	228i M Sport
	***	**	k		M235i
	£10243	5 424	337	50	220i Luxury
	£12353	3 310	347	30	220d Luxury 2 SERIES A
					front-drive hato
An F-22 R	aptor for th				220i M Sport
	***			-	218i SE
	£11116	υ Ζὄί	-	-	218i Sport 218i Luxury
					218i M Sport
GT 2dr c	oupé Abri				220i Sport
	* * * *			EC	220i Luxury
	£15110 £12385	U 016	216	50 50	225i xDrive Lux 225i xDrive M S
	£12300	0 521	246	50	216d SE
	£13900 £13671	0 567	385	50	216d Sport
GT 2dr o	pen A brilli	iant Aı	ıdi	_	218d SE
	***	**	\ \		218d Sport
	£13625	500	254	50	218d Luxury 218d M Sport
	£15290 £16790	U 521	254	50	218d M Sport 220d Sport
	Z1017U	0 010	341	JU	rron shorr

Make and Model	gų.		g/km	Insurance group	e and Model	ø.		g/km	nsurance group
Mak	Price	g B	8	Insu	Mak	Pric	쁔	8	nsu
FLYING SPUR 4dr saloon Superb inside. As it should be	A genui			loon.	2 SERIES GRAN TOURE MPV worthy - but expensive. An				
4.0 V8	£13600	0 500	254	50	218i CF	\$24175	134		
6.0 W12 6.0 W12 Mulliner	£14090 £15022	0 616	343	50	218i Sport 218i Luxury	£25425 £26175	134		
	£13022	0 010	343	30	2181 Sport 2181 Luzury 2181 M Sport 2201 Sport 2201 Luzury 2201 Luzury 2201 M Sport 2164 Sport 2164 Sport 2164 Sport 2164 Sport 2184 Sport 2184 Sport 2184 Sport 2184 M Sport 2184 M Sport 2184 Luzury 2184 M Sport	£27175	134		
1 SERIES 3dr hatch Measur	no nu so	naco	nd	_	220i Sport 220i Luxury	£27490 £28240	187		
comfort now. Still no 3 Series	**	t *:	À.		220i M Sport	£29240	187		
118i SE 118i Sport	£20245		125		216d SE 216d Sport	£25110 £26360	114		
118i M Sport	£23075	168	133	19	216d Luxury	£27110	114	108	-
1181 M Sport 1201 Sport 1201 M Sport 1201 M Sport 1251 M Sport 125 M Sport 125 M Sport 1166 SE 1166 ED Plus 1166 M Sport 1166 M Sport 1186 M Sport 1186 M Sport 1186 M Sport 1187 M Sport 1187 M Sport 1188 M Sport 1204 M Sport	£23295 £24995				216d M Sport 218d SE	£28110 £26255	114		
125i M Sport	£26375	215			218d Sport	£27505	148		
M135i 116d SE	£31200			37 15	218d Luxury 218d M Sport	£28255 £29255	148		
116d ED Plus	£22030	114	89	15	LLUU ADIIVE SPUIT	LJLUUJ	187	129	-
116d Sport 116d M Sport	£22180				220d xDrive Luxury 220d xDrive M Sport	£32755 £33885	187		
118d SE	£22325	148	104	19	3 SERIES 4dr saloon And	w standard	. Almo	st fla	
118d Sport 118d M Sport	£23325				in every regard 320d EfficientDynamics Busin	★★ 1es£30175	161		31
120d Sport	£24775	187	11/	24	320d xDrive SE	£30975	181	128	30
120d M Sport 125d M Sport	£26475 £29800	187		25 30	325d Luxury 325d M Sport	£33905 £33705	218		
1 SERIES 5dr hatch Measur	es up on :	расе	and	-	325d SE	£31275	218	129	35
comfort now. Still no 3 Series 118i SE	£20775		<u>~</u> } 125	18	335d xDrive Luxury 335d xDrive M Sport	£41720 £41520	313		
118i Sport	£21775	168	129	18	ActivoHubrid 3 Luvury	UN05 N3	306	141	39
118i M Sport 120i Sport	£23605				ActiveHybrid 3 M Sport ActiveHybrid 3 SE		306		
120i M Sport	£25525	134	139	22	316i ES	£24255	134	1 138	23
125i M Sport M135i	£26905				316i SE 316i Snort	£25105 £25405	134		
116d SE	£21710	114	94	15	320i SE	£27270	181	148	30
116d ED Plus 116d Sport	£22560 £22710			15 15	316i ES 316i SE 316i Sport 320i SE 320i Sport 320i Syport 320i M Sport 320i M Sport 320i Drive SE 320i ZDrive Sport 320i ZDrive Sport	£27570 £29805	181		
116d M Sport	£24410	114	106	16	320i M Sport	£29605	181	151	31
118d SE 118d Sport	£22855	148	104		320i xDrive SE 320i xDrive Sport	£28805 £29105	181		
118d M Sport	£25555	148	114	20	320i xDrive Luxury	£31305	181	162	31
118 i Sport 118 i M Sport 120 i M Sport 120 i M Sport 120 i M Sport 120 i M Sport 125 i M Sport M135 i 1164 E E 1164 E D Plus 1164 M Sport 1184 Sport 1184 M Sport 1184 M Sport 120 M Sport 120 M Sport	£25305 £27005				320i xDrive M Sport 328i SE	£31105 £30470	181		
120d xDrive M Sport	£30055	187	124	24	32UI XUTWE SPORT 320I XDTVE LUXURY 320I XDTVE LUXURY 320I XDTVE M SPORT 328I SE 328I SPORT 328I M SPORT 328I M SPORT 335I LUXURY 335I LUXURY 336I ES 3164 SE 3164 SPORT 3184 SE 3164 SPORT 3184 SE 3164 SPORT 3184 SPORT 3184 SPORT	£30770	242	149	34
120d xDrive Sport 125d M Sport	£28355				328i Luxury 328i M Sport	£33005 £32805	242		
2 SERIES 2dr coupé A prop	er compa	ct cou	pé no	W.	335i Luxury	£38465	302		
M235i is one of the best BMWs p 225d M Sport	erioa ★ £32120				M3	£38265 £56595	302 425		
220i Sport	£26195	215			316d ES	£26275	114		
220i M Sport 228i M Sport M235i 218d SE 218d Sport	£27545				316d Sport	£27125 £27425	114		
M235i	£34540				318d SE	£28375	141		
218d SE 218d Sport	£24415 £25415	141			318d Luxury	£28675 £30875	141		
218d M Sport	£26765	141					141		
220d Sport 220d M Sport	£27015		112		320d Efficient Dynamics 320d SE	£29475 £29475	161		
2 SERIES 2dr open Doesn'i			the		320d SE 320d Sport 320d Luxury 320d M Sport	£29775	181 181		
coupe's verve, but still good 🖈 220d M Sport	£31315	18			320d Luxury 320d M Sport	£31775	181		
220d Sport	£29965 £30530		121	27	320d xDrive Sport	£31275	181 181		
220i Sport	£29180	215			320d xDrive M Sport	£33275	181		
220i M'Sport 220i Sport 228i M Sport M235i 220i Luxury 220d Luxury	£31550 £37715				330d SE 330d Luxury 330d M Sport	£34675 £37305	255		
220i Luxury	£30180	211	161	28	330d M Sport	£37105	250	121	38
220d Luxury 2 SERIES ACTIVE TOLIR	£30965 F D 5dr m	18	124 MW's	27	330d xDrive SE	£36305	255	137	40
front-drive hatch is a proper cor	itender 🖈	**	**	¥	330d xDrive M Sport	£38605	255	139	41
220i M Sport 218i SF	£27540	189	142	20	3 SERIES 5dr touring Mo	re of the sa it nots 🛨	me. Le	ess of	a
218i Sport	£23725	134	1115	13	316i ES	£25570	136	142	23
218i Luxury 218i M Snort	£24475	134	1115	14	316i SE 316i Sport	£26420	136	5 142 5 142	23
220i Sport	£25775	189	137	20	320d EfficientDynamics	£30775	16	1114	31
ZZUI LUXURY 225i xDrive Luxurv	£26525	727	137	20	320d EfficientDynamics Busin 320d Sport	es £31475 £31075	16	1114	31
225i xDrive M Sport	£32210	221	152	24	320d xDrive SE	£32405	18	133	30
216d SE 216d Sport	£23410	114	99	11	3201 SE 3201 xDrive Luxurv	£28570 £32605	181	150 1 163	30
218d SE	£24555	148	109	15	320i xDrive M Sport	£32405	18	163	31
218d Sport 218d Luxury	£25805	148	109	16 16	320i xDrive SE 320i xDrive Sport	£30105	181	160	30
218d M Sport	£27555	148	114	16	325d Luxury	£35205	215	137	36
220d Sport 220d Luxurv	£27255	187	115	21	325d M Sport 325d SE	£35005 £32705	215	137	36
220d M Sport	£29005	187	119	21	328i SE	£31805	242	159	35
ZZUd xDrive Sport 220d xDrive Luxurv	£30305	187	122	20	3281 Sport 330d xDrive SE	£32105 £37620	242	159	34
200d Luxury 2 SERIES ACTIVE TOUR front-drive hatch is a proper cor 220 in Sport 2181 Sport 2181 Sport 2181 M Sport 2201 Luxury 2251 XDrive Luxury 2261 XDrive M Sport 2186 Sport 2186 Sport 2186 Sport 2204 Luxury 2204 M Sport 2204 Luxury 2204 M Sport 2204 XDrive Sport 2204 XDrive Sport 2204 XDrive Sport 2204 XDrive M Sport	£32055	187	127	21	335d xDrive Luxury	£43055	309	151	43



Opulent, advanced, incredibly refined: the S-Class is the classic limo, expertly realised and utterly persuasive. ★★★★



Range Rover From £73,000 Whether outside the Dorchester or atop Ben Nevis, the Rangie shrouds you in an invincible sense of expense.



From £68,000 Tesla Model S P85D Superior range doesn't just make the Model S a standout electric car; it's also one of the best luxury options around. ***



Jaguar XJ From £56,000 No other firm is currently mixing sportiness and aloofness with the skill of Jaguar. It makes the XJ a rare blend. ★★★★☆



Doesn't convince across the board, but there's no denying the brand's strengths make sense in its biggest saloon. ★★★☆



The Audi A4 Saloon SE Technik ultra from £265 per month.* Includes:

► Audi parking system plus ► MMI Navigation system plus ► Metallic paint ► Milano leather upholstery

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Make and Model	Price Bhp CO ₂ g/km Insurance group		Price Bhp CO ₂ g/km Insurance group	Mak	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price	Bhp CO ₂ g/km Insurance group
335d xDrive M Sport 335i Luxury	£42855 309 151 43 £39765 302 192 37		£35430 215 131 33 £36930 215 136 34	525d SE 525d Luxury	£36980 215 129 39 £39910 215 134 40	X3 5dr 4x4 New X3 has an and practical body	appealingly organic drive ★★★☆	CATERHAM SEVEN 2dr open Pound for	nound still the most	C5 4dr saloon Spacious and interesting Mondeo rival	comfy. An	
335i M Sport	£39565 302 192 38		£37930 215 136 34	525d M Sport	£39910 215 139 40	sDrive 18d SE	£31295 141 131 26	compelling way to spend five fig		1.6 HDi 115 VTR	£21670	107 125 20
320i Sport	£28870 181 150 30	425d M Sport	£38430 215 136 34	530d SE	£41455 241 134 43	xDrive20d SE		0.7 160		1.6 e-HDi 115 ETG6 VTR+	£23370	
320i Luxury 320i M Sport	£31105 181 153 31 £30905 181 153 31		£40445 255 134 40 £41960 255 142 40		£44270 241 144 43 £48920 308 143 45	xDrive20d M Sport xDrive20d xLine		1.6 270 2.0 360		2.0 HDi 160 VTR+ 2.0 HDi 160 Excl.	£24070 £25670	161 129 28 161 129 25
328i Luxury	£34305 242 162 36	430d xDrive M Sport	£42460 255 142 40	535d M Sport	£48920 308 148 45	xDrive30d SE	£40095 255 156 39	2.0 420	£26995 210	C5 5dr estate Spacious and	comfy. An	effective and
328i M Sport 316d ES	£34105 242 162 36 £27575 114 116 20		£45245 308 147 41 £45745 308 147 41	5 SERIES TOURING 5dr es package. 520d the best	state Great overall ★★★☆	xDrive30d M Sport xDrive30d xLine	£43095 255 156 40 £41595 255 156 40	2.0 620R	£50000 311	interesting Mondeo rival 1.6 HDi 115 VTR	C22770	113 125 20
316d SE	£28425 114 116 20			518d M Sport	£35865 141 127 31	xDrive35d M Sport	£45695 308 157 43	CHEVROLET		1.6 e-HDi 115 ETG6 VTR+	£24470	107 117 22
316d Sport	£28725 114 116 20			530d Luxury	£46470 241 144 43	X4 5dr 4x4 A downsized X		CORVETTE 2dr coupé Left		2.0 HDi 160 VTR+	£25180	
318d SE 318d Sport	£29675 141 124 24 £29975 141 124 24		£39880 181 137 31 £40380 181 137 31	535d Luxury 535i Luxury	£51120 308 149 45 £46945 302 179 42	the cheaper X3 is a better opt xDrive20d SE		ZR1 earns an extra star 6.2 V8	★★★☆☆ £69810 460 279 50	2.0 HDi 160 Excl. DS3 3dr hatch Jack of all tr	£26780 ades. mast	
318d Luxury	£32175 141 127 25	420d SE	£37380 181 133 30	535i M Sport	£46945 302 179 42	xDrive20d xLine	£38395 187 142 31	6.2 V8 Convertible		styling	***	**
318d M Sport 320d SE	£31975 141 127 25 £30775 181 125 31		£38880 181 137 30 £40220 242 163 36		£35365 181 157 36 £38165 181 162 37	xDrive20d M Sport xDrive30d xLine	£39895 187 142 31 £45195 255 156 40	CHRYSLER		1.2 PureTech 82 DSign 1.2 PureTech 82 DSign Ice	£12865 £14720	
320d Luxury	£33275 181 128 32	428i M Sport	£40720 242 163 37	520i M Sport	£38165 181 162 37	xDrive30d M Sport	£46695 255 156 40	GRAND VOYAGER 5dr mp	V Spacious and well	1.2 PureTech 110 DStyle S-S	£15630	109 107 19
320d M Sport 320d xDrive Sport	£33075 181 128 32 £32705 181 133 30		£37720 242 159 36 £39220 242 163 36		£38895 242 149 40 £41730 242 154 41	xDrive35d M Sport X5 5dr 4x4 Very comforta		equipped. Not good to drive 2.8 CRD SR	★★★☆☆ £30310 161 207 32	1.2 PureTech 110 DStyle Ice S- 1.6 VTi 120 DStyle auto	£17220 £16630	
320d xDrive Luxury	£34905 181 133 31	430d M Sport	£45700 255 144 41	528i M Sport	£41730 242 154 41	the bling M50d should be avo		2.8 CRD Ltd		1.6 THP 165 DStyle Ice S-S	£17790	
320d xDrive M Sport 330d SE	£34705 181 133 31 £36105 255 135 38		£45685 302 194 39 £46185 302 194 39	518d SE 518d Luxury	£33065 141 122 30 £35865 141 127 31	xDrive50i SE xDrive50i M Sport	£60670 402 224 49 £64800 402 226 49	CITROEN		1.6 THP 165 DSire S-S 1.6 THP 165 DSport S-S	£18100 £19000	
330d Luxury	£38605 255 138 38		£61150 425 213 45	520d SE	£34565 181 122 33			C-ZERO 5dr hatch Well-eng	ineered electric city car.	1.6 THP 165 Ultra Prestige	£22900	
330d M Sport	£38405 255 138 38		£34910 181 154 30 £36410 181 158 31	520d Luxury	£37365 181 127 34 £37365 181 127 34	sDrive25d SE sDrive25d M Sport		Too expensive 49kW		1.6 e-HDi 90 Air' DStyle 1.6 e-HDi 90 DStyle Ice	£15820 £17410	
330d xDrive Luxury 330d xDrive M Sport	£40120 255 145 41 £39920 255 145 41		£36410 181 158 31 £37410 181 158 31	520d M Sport 525d SE	£37365 181 127 34 £39310 215 136 39	xDrive25d SE		C1 3dr hatch The cheapest of		1.6 BlueHDi 120 DSire	£11410	
3 SERIES GT 5dr hatch H	atchback practicality	420i M Sport	£37910 181 158 31	525d Luxury	£42125 215 141 40	xDrive25d M Sport	£50750 215 156 42	but noisy and basic	★★★☆☆	1.6 BlueHDi 120 DSport	£19320	
meets 3-Series talent. Duller bu 318d M Sport	£33525 141 122 25	425d SE 425d Sport	£39240 218 138 34 £40755 218 143 34		£42125 215 141 40 £43655 241 139 43	xDrive30d SE xDrive30d M Sport		1.0 VTi 68 Touch 1.0 VTi 68 Feel		1.6 BlueHDi 120 Ultra Prestige DS3 CABRIOLET 2dr ope		
318d SE	£31275 141 122 24	425d Luxury	£41755 218 143 34	530d M Sport	£46470 241 144 43	xDrive40d SE	£51510 302 157 46	1.0 VTi 68 Flair	£10285 67 95 7	Retains its cuteness	***	**
320i M Sport 320i SE	£32155 181 155 31 £29905 181 155 31		£42255 218 143 35 £45200 255 144 40	535d M Sport 5 SERIES GT 5dr hatch Fin	£51120 308 149 45	xDrive40d M Sport M50d		1.0 VTi 68 Airscape Feel 1.0 VTi 68 Flair S-S		1.2 PureTech 110 DStyle S-S 1.2 PureTech 82 DSign	£17745 £15325	109 107 20 81 112 12
320i xDrive Luxury	£33405 181 165 31	435d xDrive Luxury	£49100 308 155 42	four. Poor ride and steering	****	X6 5dr 4x4 The world's fire	st off-road coupé, but	1.0 VTi 68 Airscape Flair S-S	£11535 67 88 7	1.6 BlueHDi 120 DSport	£21415	118 94 26
320i xDrive M Sport 320i xDrive SE	£33655 181 165 31 £31405 181 165 31		£49600 308 155 42	530d SE 535i Luxury	£46965 241 157 43 £49465 302 192 44	appearance makes it difficult xDrive50i SE		1.2 PureTech 82 Flair C1 5dr hatch The cheapest of		1.6 THP 165 DSire S-S 1.6 THP 165 DSport S-S	£20145	161 129 27 161 129 29
320i xDrive Sport	£32405 181 165 31	Series. Very good, but not bette		535i M Sport	£50265 302 192 44	xDrive50i M Sport	£67450 443 227 50	but noisy and basic	★★★☆☆	1.6 VTi 120 DStyle auto	£18845	118 154 18
328i SE	£33105 242 157 35 £41470 258 144 41		£35495 181 119 30 £33995 181 121 29		£59515 402 214 46	X6M		1.0 VTi 68 Feel		1.6 e-HDi 90 DStyle DS4 5dr hatch Jack of all tr		113 95 20
330d xDrive M Sport 320i Sport	£30905 181 155 31		£30125 181 149 29	520d SE	£38045 181 148 33	xDrive30d SE xDrive30d M Sport		1.0 VTi 68 Flair 1.0 VTi 68 Airscape Feel		styling	ades, mast * * *	
320i Luxury	£31905 181 155 31	420i Sport	£31660 181 153 29	520d Luxury	£40845 181 144 34	xDrive40d SE	£54060 313 163 46	1.0 VTi 68 Flair S-S	£10935 67 88 7	1.6 e-HDi 115 DSign	£19425	113 113 18
328i Sport 328i Luxury	£34105 242 157 36 £35105 242 157 36		£32660 181 153 29 £33160 181 153 30	520d M Sport 530d Luxury	£40845 181 144 34 £48965 241 153 44	xDrive40d M Sport M50d	£58760 313 165 47 £67175 381 174 50	1.0 VTi 68 Airscape Flair S-S 1.2 PureTech 82 Flair		1.6 VTi 120 DSign 1.6 VTi 120 DStyle	£17855 £19905	
328i M Sport	£35355 242 157 36	420i xDrive SE	£31660 181 161 30	530d M Sport	£49765 241 153 44	Z4 ROADSTER 2dr oper	Classy roadster. More	C3 5dr hatch Comfortable ar	nd well-priced but not	1.6 THP 160 DStyle Au	£21765	161 178 21
335i Luxury 335i M Sport	£40565 302 189 38 £40815 302 189 38		£33160 181 164 30 £34160 181 164 30	535d Luxury 535d M Sport	£51885 295 154 46 £52685 295 154 46	cruiser than sports car 2.0 sDrive18i	★★★☆ £27740 154 159 33	much fun 1.2 PureTech 82 Selection	★★☆☆ £13865 81 107 12	1.6 THP 200 DSport 1.6 e-HDi 115 DStyle	£23840	197 149 31 113 113 18
318d Sport	£32275 141 122 24	420i xDrive M Sport	£34660 181 164 31	7 SERIES 4dr saloon Refine	d and spacious, but	2.0 sDrive18i M Sport	£31625 154 159 34	1.6 e-HDi 90 Selection	£15740 89 95 18	1.6 e-HDi 115 DStyle ETG6	£21975	113 114 17
318d Luxury 320d SE	£33275 141 122 24 £32375 181 130 30		£33520 245 154 33 £35020 245 156 34	bland. 760 gets sublime V12 ActiveHybrid 7 M Sport	★★★☆ £71475 459 158 48	2.0 sDrive20i 2.0 sDrive20i M Sport		1.0 PureTech 68 VT 1.0 PureTech 68 VTR+		2.0 HDi 135 DStyle 2.0 HDi 160 DStyle		134 130 21 161 130 23
320d Sport	£33375 181 130 30	428i Luxury	£36020 245 156 34	740i SE	£61680 316 184 46	2.0 sDrive28i M Sport	£37390 242 159 40	1.2 PureTech 82 VTR+	£13515 81 107 12	2.0 HDi 160 DSport	£23700	161 130 24
320d Luxury 320d M Sport	£34375 181 130 30 £34625 181 130 30		£36520 245 156 34 £41870 306 193 36	740Li SE 740i M Sport	£64680 316 184 46 £66955 316 184 46	3.0 sDrive35i M Sport 3.0 sDrive35iS DCT	£43010 302 219 42 £45955 335 211 43	1.6 VTi 120 Excl. Au 1.4 HDi 70 VT		DS5 5dr hatch Design marv function so well	el. Shame i	
325d SE	£34305 215 136 34	435i M Sport	£42370 306 193 36	740Li M Sport		6 SERIES GRAN COUP		1.4 HDi 70 VTR+	£14590 67 101 10	1.6 THP 200 DSport	£28920	197 155 27
325d Luxury 325d M Sport	£36305 215 136 34 £36555 215 136 34		£31695 141 122 23		£71520 443 199 48 £76795 443 199 49	proves a brilliant visual coup 640i SE		1.4 e-HDi 70 VTR+ ETG		1.6 e-HDi 115 DStyle ETG6		113 114 18 113 102 21
330d SE	£37705 258 137 40		£33195 141 127 24 £34195 141 127 24			640i M Sport	£59430 315 178 47 £63030 315 182 48			1.6 BlueHDi 120 DSign 1.6 BlueHDi 120 DStyle		113 102 21
330d Luxury	£39705 258 137 40		£34695 141 127 24		£104270 537 314 50	650i M Sport	£72390 444 206 50	C3 PICASSO 5dr mpv Quir		2.0 HDi 160 DStyle		161 128 24
330d M Sport 330d xDrive SE	£39955 258 137 41 £39220 258 144 40		£32495 181 111 29 £33995 181 119 29		£58275 255 148 45 £61375 255 148 46	M6 640d SE	£94750 552 231 50 £62295 309 147 48	useful. 1.4 VTi 95 VT	★★★★☆ £13080 94 145 10	2.0 HDi 160 DSport 2.0 BlueHDi 180 DSport	£28955 £31580	161 128 24 178 118 30
330d xDrive Luxury	£41220 258 144 40	420d Luxury	£34995 181 119 30	730d M Sport	£63550 255 148 46	640d M Sport	£65930 309 152 49	1.6 HDi 90 Excl.	£17330 91 107 12	2.0 Hybrid4 200 DSport	£33700	200 102 28
335d xDrive Luxury 335d xDrive M Sport	£44120 313 149 42 £44370 313 149 42		£35495 181 129 30 £36495 181 129 30	730Ld M Sport 740d SE	£66650 255 148 46 £65465 309 149 47	GT than sports car	eat engines and interior. More	1.6 HDI 90 VTR+ 1.6 VTI 120 Excl.		2.0 Hybrid4 200 DStyle BERLINGO MULTISPACE	£31600 5dr mpv	200 102 27 Likeable
13 5dr hatch Superb really, b	ut pricey and not free fror	n 420d xDrive M Sport	£36995 181 129 30	740d M Sport	£70740 309 149 48	640i SE	£59430 315 176 47	1.6 VTi 120 Excl. ETG6	£17815 118 137 13	practical van-based MPV	***	**
the usual electric car practicalit i3 EV	y issues ★ ★ ★ ☆ ☆ £30980 168 0 21		£40445 255 139 39 £40945 255 139 40		£66200 459 158 47 £69300 459 158 48	640i M Sport 650i M Sport	£63030 315 180 47 £72390 402 206 49			1.6 VTi 95 VT 1.6 HDi 75 VTR	£13285 £14655	97 155 5 74 135 4
i3 EV Range Extender	£34130 168 13 21	430d xDrive Luxury	£41960 255 145 39	ActiveHybrid 7L M Sport	£74575 459 158 48	M6	£92350 552 231 50	1.6 HDi 115 Excl.	£18050 107 119 15	1.6 HDi 90 Plus Sp. Ed	£15805	89 135 8
4 SERIES 2dr coupé More B-road steer. Very comely thoug		430d xDrive M Sport 435d xDrive Luxury		X1 5dr 4x4 Odd SUV best as re- drive, poor cabin finish	ar-wheel drive. Good ★★★☆	640d SE 640d M Sport	£62295 309 143 48 £65895 309 147 48	C4 5dr hatch Good looking, t		1.6 HDi 90 VTR 1.6 e-HDi 90 VTR ETG6	£15105	89 135 7 89 120 9
430d M Sport	£40945 255 134 40	435d xDrive M Sport	£45745 308 150 41	xDrive 25d xLine	£32540 215 154 26	6 SERIES CONVERTIB	LE 2dr open Great engines	1.6 e-HDi 115 Excl. ETG6	£20965 110 101 18	1.6 HDi 90 XTR	£17155	89 135 8
420i SE 420i Sport		5 SERIES 4dr saloon No lo mark. Superb interior	onger a handling bench-	xDrive 20i SE xDrive 20i Sport	£27285 181 176 28 £28285 181 176 28		orts car ★★★★☆ £77990 402 213 50		£19565 110 95 18 £14240 94 140 12	1.6 e-HDi 90 XTR ETG6		89 120 9 107 134 10
420i Luxury	£32625 181 146 30	530d Luxury	£44255 241 139 43	xDrive 20i xLine	£29285 181 179 28	640i SE	£65330 315 179 50	1.6 VTi 120 VTR+	£17395 118 143 16	C4 PICASSO 5dr mpv Plu	shness and	an improved
420i M Sport	£33125 181 146 30 £31660 181 159 30	535i M Sport	£44745 302 179 42	xDrive 20i M Sport	£30285 181 179 28 £24230 114 128 18		£68630 315 184 50	1.6 THP 155 Excl. ETG6	£20195 154 148 22 £16355 91 104 15	dynamic make for a better car		
420i xDrive SE 420i xDrive Sport	£33160 181 163 30		£33130 181 149 36 £35965 181 154 37	SDrive 16d SE	£25330 141 128 22		£97300 552 239 50 £68195 309 149 50	1.6 HDi 90 VTR+	£18105 91 104 16	1.6 VTi 120 VTR+		118 145 14 118 145 15
420i xDrive Luxury	£34160 181 163 31	520i M Sport	£35965 181 159 37	sDrive 18d Sport	£26330 141 128 22	640d M Sport	£71530 309 153 50	1.6 e-HDi 115 VTR+	£18965 110 97 18	1.6 THP 155 Excl.	£21320	154 139 22
420i xDrive M Sport 428i SE	£34660 181 163 31 £33520 242 154 33		£36695 242 142 40 £39495 242 147 41	XDrive 18d M Sport		18 2dr coupé BMW's electr fiendishly clever. Cheap to ru		1.6 e-HDi 115 Excl. 2.0 HDi 150 Excl.	£20365 110 100 18 £21185 148 130 23			154 142 22 91 110 15
428i Sport	£35020 242 156 33	528i M Sport	£39530 242 152 41	xDrive 18d Sport	£27830 141 144 22			C4 CACTUS 5dr hatch Int	eresting and novel, but	1.6 HDi 90 VTR+	£19710	91 110 15
428i Luxury 428i M Sport	£36020 242 156 34 £36520 242 156 34	5351 Luxury 550i Luxury	£44690 302 174 42 £57615 402 199 46		£28830 141 144 22 £29830 141 144 22	CADILLAC		typically flawed to drive 1.2 PureTech 75 Touch	★★★☆☆ £12990 74 105 9	1.6 e-HDi 90 VTR+ ETG6 1.6 e-HDi 115 VTR+	£20410 £20510	91 98 15 113 105 18
435i Luxury	£41870 302 188 36	550i M Sport	£57915 402 206 46	sDrive 20d Efficient Dynamics	£26760 161 119 24	CTS-V 2dr coupé A genui	ine rival to Europe's finest	1.2 PureTech 82 Touch	£13490 81 105 9	1.6 e-HDi 115 VTR+ ETG6	£21010	113 104 18
435i M Sport M4	£42370 302 188 36 £57055 425 204 42	ActiveHybrid 5 SE ActiveHybrid 5 Luxury	£47790 335 149 44 £48825 335 159 44	sDrive 20d Eff. Dyn. Business	£28160 181 119 24 £26760 181 129 24	supercars 6.2 V8	★★★☆ £68957 556 365 50	1.2 PureTech 82 Feel 1.2 PureTech 82 Flair	£14690 81 105 9 £16090 81 107 10			113 105 17 113 105 18
420d SE	£32495 181 111 29	ActiveHybrid 5 M Sport	£50625 335 163 44	sDrive 20d Sport	£27760 181 129 25	CTS 4dr saloon Sharp-loo	oking big saloon needs a	1.2 PureTech 110 Feel S-S	£15890 109 107 15	2.0 Blue HDi 150 Excl.	£23010	148 102 24
420d Sport 420d Luxury	£33995 181 119 30 £34995 181 119 30	4.4 V8 M5	£73970 552 232 48 £30865 141 114 30	sDrive 20d M Sport	£29760 181 129 25 £28260 181 145 24	diesel. CTS-V is excellent	★★☆☆☆ £40897 272 229 44	1.2 PureTech 110 Flair S-S	£17290 109 107 16	2.0 Blue HDi 150 Excl. + GRAND C4 PICASSO 5dr		148 105 24
420d M Sport	£35495 181 119 30	518d Luxury	£33665 141 119 31	xDrive 20d Sport	£29260 181 145 25	3.6 V6 AWD Sp. Luxury	£46977 307 247 44	1.6 BlueHDi 100 Feel	£16690 99 87 18	improved dynamic make for a b	etter car 🖈	***
420d xDrive SE 420d xDrive Sport	£33995 181 117 29 £35495 181 125 29		£33665 141 124 31 £32365 181 114 33	xDrive 20d xLine	£30260 181 145 25 £31260 181 145 25	3.6 V6 Sp. Luxury	£45241 307 241 44 £65766 557 365 50		£18090 99 89 18 £16890 89 92 16	1.6 VTi 120 VTR	£19460	118 145 13 118 145 13
420d xDrive Luxury	£36495 181 125 29	520d Luxury	£35165 181 119 34	xDrive 25d M Sport	£33540 215 154 27	0.2 A0 A		1.6 e-HDi 92 Flair ETG6	£18290 89 94 16	1.6 THP 155 Excl.	£23020	154 139 21
420d xDrive M Sport	£36995 181 125 29	520d M Sport	£35165 181 124 34							1.6 THP 155 Excl.+	£25420	154 142 22

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and Model		CO ₂ g/km	and Mode	e g/km	Make and Model	Price Bhp CO ₂ g/km Insurance group	and Mode	
Make	Price Bhn	CO ₂ g,	Make	Price Bhp CO ₂ g	Make a	Price Bhp CO ₂ g/km Insurance	Make 8	Price Bhp
		91 98 15		£12440 68 113		£14375 85 90 13	1.0T 125 Ecoboost Zetec S	£20345 123
e-HDi 90 ETG6 VTR+	£22110	91 98 15	1.2 \$	£12590 68 113	1.3 85 Multijet GBT	£14875 85 90 13	1.0T 125 Ecoboost Titanium	£20595 123
		13 105 19 13 105 18		£13590 68 113 £14255 133 155	FORD		1.0T 125 Ecoboost Titanium X 1.5T 150 Ecoboost Zetec S	£22595 123 £20845 148
		13 105 10		£14840 94 97		d energetic petrol	1.5T 150 Ecoboost Zetec 3	£21095 148
Blue HDi 150 Excl.	£24710 1	48 102 24	1.3 MultiJet S	£14990 94 97	engine. Wooden ride	****	1.5T 182 Ecoboost Titanium X	£23820 180
Blue HDi 150 Excl.+	£27110 1	48 105 25	1.3 MultiJet Cult 500 CONVERTIBLE 2dr op			£11445 68 115 5 £9445 68 115 3	1.6 85 Studio 1.6 105 Style	£13995 84 £17095 103
ACIA			cute city car. Cab a better drive the			£8995 68 115 3	1.6 125 Style auto	£18845 123
NDERO 5dr hatch A cleve			0.9 TwinAir 105 GQ	£18170 103 92	1.2 Edge	£9945 68 115 3	1.6 125 Zetec	£19845 123
	****		0.9 TwinAir 105 Lounge S-S	£16870 103 92		£10695 68 115 3	1.6 125 Titanium auto 2.0T 250 Ecoboost ST	£21345 123
		89 116 6 89 116 7		£17020 84 92 £14970 84 92		£11995 68 115 3 £11445 68 115 5	2.0T 250 Ecoboost ST-2	£22495 247 £23995 247
TCe Stepway Ambiance	£8395	89 124 7	0.9 TwinAir 85 GQ	£17690 84 92	B-MAX 5dr mpv Fiesta dynami	ics and sliding door	2.0T 250 Ecoboost ST-3	£26295 247
		89 124 8		£16540 84 92			1.5 TDCi 95 Style	£18295 94
		74 135 2 74 135 2	1.2 Colour Therapy 1.2 GO	£13770 68 113 £16490 68 113		£15495 99 119 9 £16695 99 119 10	1.5 TDCi 120 Zetec 1.5 TDCi 120 Zetec S	£19795 118 £21045 118
		74 135 2		£15240 68 113		£16095 118 99 13	1.5 TDCi 120 Titanium	£21295 118
dCi Ambiance	£8595	89 99 8	1.3 MultiJet GO	£18890 94 97	1.0T EcoBoost 125 Titanium S-S	£17295 118 99 13	1.5 TDCi 120 Titanium X	£23295 118
		89 99 10		£17640 94 97		£18495 118 99 13	1.6 TDCi 95 Style	£18195 94
		89 105 10 89 105 11		£16005 133 155 £16390 84 92		£13095 89 139 7 £14895 89 139 8	1.6 TDCi 115 Zetec 1.6 TDCi 115 Zetec S	£19695 114 £20945 114
	Lacks its st		0.9 TwinAir 85 Cult	£17540 84 92		£16595 103 149 10	1.6 TDCi 115 Zetec 3	£21195 114
rm. Certainly retains the cheap	**	★☆☆	0.9 TwinAir 105 Cult	£18020 103 92	1.6 105 Titanium Powershift	£17795 103 149 11	2.0 TDCi 150 Titanium	£22635 148
		89 116 9				£16295 74 109 8	2.0 TDCi 150 Titanium X	£24635 148
		89 116 11 74 135 4		£15090 68 113 £16240 68 113		£16795 94 104 10 £17995 94 104 11	2.0 TDCi 185 ST 2.0 TDCi 185 ST-2	£22495 178 £23995 178
Ambiance	£7795	74 135 4	1.3 MultiJet Lounge	£17490 94 97	FIESTA 3dr hatch Stylish and		2.0 TDCi 185 ST-3	£26295 178
Laureate	£8995	74 135 5	1.3 MultiJet Cult	£18640 94 97	The best supermini	****	FOCUS 5dr estate Well-man	
		84 99 11 84 99 12				£15045 103 138 12 £13695 79 99 6	An Octavia carries more 1.0T 100 Ecoboost Style	★★★☆☆ £18695 99
dCi Laureate STER 5dr 4x4 Cheap, but o			out some of its missing substance 1.4 95 Pop	£13390 94 145		£13695 79 99 6 £14695 79 99 7	1.01 100 Ecoboost Style 1.0T 100 Ecoboost Titanium	£18695 99 £21195 99
orisingly convincing presence			0.9 Twinair Pop Star	£16690 103 112		£14195 99 99 11	1.0T 100 Ecoboost Titanium X	£23195 99
16v 105 Access 2WD	£9495 1	103 165 6	0.9 TwinAir Lounge	£18090 103 112			1.0T 100 Ecoboost Zetec	£19695 99
		03 185 5 06 130 10		£18790 103 119 £15550 94 145			1.0T 125 Ecoboost Titanium 1.0T 125 Ecoboost Titanium X	£21695 123 £23695 123
		07 135 10		£16950 94 145			1.0T 125 Ecoboost Titaliiulii X	£20195 123
dCi 110 Laureate 2WD	£13495 1	06 130 11	1.4 95 Trekking	£17650 94 149	1.0T 125 Ecoboost Zetec S S-S	£15945 123 99 15	1.0T 125 Ecoboost Zetec S	£21445 123
dCi 110 Laureate 4WD	£15495 1	07 135 10		£17195 118 159		£10145 59 120 3	1.5 TDCi 120 Titanium	£22395 118
ERRARI			1.4 120 Lounge 1.4 120 Trekking	£18595 118 159 £19295 118 159		£11895 59 120 4 £12395 80 120 7	1.5 TDCi 120 Titanium X 1.5 TDCi 120 Zetec	£24395 118 £20895 118
2 2dr coupé Proper V12 Feri	rari with ser	ious	1.3 Multijet 85 Pop Star	£17040 83 110		£13195 80 120 7	1.5 TDCi 120 Zetec S	£22145 118
lusivity and appeal	***	*	1.3 Multijet 85 Lounge	£18440 83 110	1.6 105 Titanium Powershift	£16045 103 138 12	1.5 TDCi 95 Style	£19395 94
		30 350 50				E17545 180 138 30	1.5T 150 Ecoboost Titanium	£22195 148
2dr coupé Four-door Ferrar is classic DNA	estate nas		1.6 Multijet 105 Pop Star 1.6 Multijet 105 Lounge	£18040 103 117 £19440 103 117		£18545 180 138 30 £19545 180 138 30	1.5T 150 Ecoboost Zetec S 1.5T 182 Ecoboost Titanium X	£21945 148 £24920 180
V12	£227077 6	51 360 50	1.6 Multijet 105 Trekking	£20140 103 122	1.5 TDCi 75 Style	£13995 74 98 8	1.6 105 Style	£18180 103
LIFORNIA 2dr open Sleel				£18540 118 120		£14795 74 98 9	1.6 125 Style auto	£19945 123
	★★★↓ £152086 4	₹☆ 183 270 50	1.6 Multijet 120 Lounge 1.6 Multijet 120 Trekking	£19940 118 120 £20640 118 120		£15795 74 98 9 £14945 94 87 11	1.6 125 Titanium auto 1.6 125 Zetec	£22445 123 £20945 123
		52 250 50			1.6 TDCi 95 Zetec ECOnetic S-S		1.6 TDCi 115 Titanium	£22295 114
8 2dr coupé The complete s	upercar. Ca	ılm ride,	flexibility in its more expensive fo	rmat ★★★☆☆	1.6 TDCi 95 Zetec S	£16145 94 95 12	1.6 TDCi 115 Zetec	£20795 114
osive performance	****		1.6 MultiJet 120 Lounge 7st	£21380 118 117		£16495 94 87 12	1.6 TDCi 115 Zetec S	£22045 114
		5 <mark>70 307 50</mark> 597 275 50		£19880 118 117 £17330 103 112		E17295 94 95 13 wonderfully engaging	1.6 TDCi 95 Style 2.0 TDCi 150 Titanium	£19295 94 £23735 148
			s 0.9 TwinAir 105 Lounge 7st	£18830 103 112		*** * * * ☆	2.0 TDCi 185 ST	£23595 178
f. A world-class head turner	***	**	1.4 95 Pop Star 5st	£15840 94 145	1.25 82 Style	£12995 80 120 7	2.0 TDCi 185 ST-2	£25095 178
V8	£198906 5	70 275 50		£17340 94 145 £18380 83 110		£16645 103 138 12	2.0 TDCi 185 ST-3	£27395 178
IAT			1.3 MultiJet 85 Pop Star 7st 1.3 MultiJet 85 Lounge 7st			£15645 103 138 12 £14295 79 99 6	2.0T 250 Ecoboost ST 2.0T 250 Ecoboost ST-2	£23595 247 £25095 247
NDA 5dr hatch Cheap, pra	ctical and v	ery nearly	1.6 MultiJet 105 Pop Star 7st	£19380 103 117		£15295 79 99 7	2.0T 250 Ecoboost ST-3	£27395 247
ton	***	r☆	1.6 MultiJet 105 Lounge 7st	£20880 103 117	1.0T 100 Ecoboost Zetec S-S	£14795 99 99 11	2.0 TDCi 150 Titanium X	£25735 148
TwinAir 85 4x4 Antarctica Twinair 85 Trekking		84 105 6 84 105 6		ing works rather well ★★★☆☆	1.0T 100 Ecoboost Titanium S-S 1 1.0T 100 E'boost TitaniumX S-S		MONDEO 5dr hatch Still the Practical, comfortable, rewarding	
MultiJet 75 4x4 Antarctica		04 105 0 74 125 7		£17595 138 139	1.0T 125 Ecoboost Titanium S-S		1.5T EcoBoost 160 Zetec	£21345 158
Twinair 85 Easy	£11375	84 99 7	1.4 MultiAir 140 Lounge	£19345 138 -	1.0T 125 E'boost TitaniumX S-S	£17545 123 99 16	1.5T EcoBoost 160 Titanium	£22545 158
			1.4 MultiAir 140 Cross	£18595 138 -	1.25 60 Style	£12495 59 120 4	2.0T EcoBoost 240 Titanium	£26045 237
			1.4 MultiAir 140 Cross Plus 1.3 MultiJet 95 Pop Star	£20345 138 - £18095 94 109		£13795 80 120 7 £14595 74 98 8	1.6 TDCi 115 Style 1.6 TDCi 115 Zetec	£21095 113 £22095 113
			1.6 MultiJet 95 Pop Star	£18095 94 109 £19095 118 -		E15395 74 98 9	1.6 TDCi 115 Zetec	£23295 113
Lounge	£10675	68 120 3	1.6 MultiJet 120 Lounge	£20845 118 -	1.5 TDCi 75 Titanium	£16395 74 98 9	2.0 TDCi 150 Style	£21845 148
MultiJet 75 Pop	£11575	74 104 7	1.6 MultiJet 120 Cross	£20095 118 -	1.6 TDCi 95 Style ECOnetic S-S	£15545 94 87 11		£22845 148
			1.6 MultiJet 120 Cross Plus 2.0 MultiJet 140 Cross AWD		1.6 TDCi 95 Zetec ECOnetic S-S 1 1.6 TDCi 95 Titanium ECOnetic		2.0 TDCi 150 Titanium 2.0 TDCi 150 Titanium Econetic	£23795 148
			2.0 MITIJET 140 Cross Plus AWD			E17895 94 95 13		£24545 178
Multijet 75 4x4	£15575	74 125 7	PUNTO 3dr hatch MultiAir te	ch improves appeal ai	ECOSPORT 5dr hatch Pumpe	ed up Fiesta okay, but	MONDEO 5dr estate A vast	and enjoyable es
O 3dr hatch Super desirable				★★★★☆	developing world origins show thro		Reasonably priced.	****
	★★★↓ £15550 1		1.2 8v Easy 1.2 8v GBT			£15995 123 125 11 £16995 123 125 11	1.5T Ecoboost 160 Titanium 1.5T Ecoboost 160 Zetec	£23780 158 £22580 158
			1.2 8v Pop			£14995 90 149 10		£22345 113
TwinAir 105 S	£14370 1	03 92 10	1.3 85 Multijet Easy	£13775 85 90	1.5 112 Titanium X	£15995 90 149 10	1.6 TDCi 115 Titanium	£24545 113
TwinAir 85 GQ	£15070	84 99 10	1.4 8v Easy	£11685 76 132	1.5 TDCi 91 Titanium	£16495 90 120 10	1.6 TDCi 115 Zetec	£23345 113
			1.4 8v GBT 1.3 85 Multijet GBT		1.5 TDCi 91 Titanium X FOCUS 5dr hatch Still best to	£17495 90 120 10		£23095 148
			PUNTO 5dr hatch MultiAir te			arive, but only just. The	2.0 TDCi 150 Titanium 2.0 TDCi 150 Titanium Econetic	£25045 148 £25295 148
TwinAir 85 Lounge			economy	****	1.6 125 Zetec S			£24095 148
TwinAir 85 S	£13890	84 92 12	1.2 8v Easy	£11875 68 126	1.0T 100 Ecoboost Style	£17595 99 105 10	2.0 TDCi 180 Titanium	£25795 178
			1.2 8v GBT				2.0T Ecoboost 240 Titanium	£27295 237
		ช4 99 10	1.2 8v Pop	£10775 68 126	1.0T 100 Ecoboost Titanium	£20095 99 105 10	KUGA 5dr 4x4 Bigger Kuga h	
			1.4 8v Easy		1.0T 100 Ecoboost Titanium X	£22095 99 105 10	backwards, but the strengths rer	main 🛨 🛨 📥



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Make and Model	Price Bhp CO ₂ g/km Insurance group		Price Bhp CO ₂ g/km Insurance group		Insuran ce group Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group
1.5T 150 Ecoboost Zetec 2WD 1.5T 150 Ecoboost Titanium 1.5T 150 Ecoboost Titanium X	£21000 148 143 20 £22645 148 143 20 £25395 148 143 20	CIVIC TOURER 5dr estate		1.4 Active £13665 89 1		★★★ ☆	1.6 GDi 133 S ISG 1.6 GDi 133 SE 1.6 GDi 133 SE DCT auto	£19905 133 137 15	2.2 SD4 190 Dynamic 4WD RANGE ROVER 5dr 4x4 car in the world. Easily the best	
1.5T 150 Ecoboost Treamain X 1.5T 150 Titanium X Sport 1.5T 182 Ecoboost Zetec AWD	£28345 148 143 20	1.6 i-DTEC EX Plus	£26140 118 103 16 £19755 118 99 15	1.6 Active Au £15010 123 1	4 10 3.0 V6 S-C Premium Luxury	y LWB £69150 336 224 -	1.6 T-GDi 201 GT 1.6 T-GDi 201 GT Tech	£20205 201 171 29	5.0 V8 S Aubiography 5.0 V8 S Aubiography LWB	£102450 503 299 50 £110150 503 299 50
1.5T 182 Ecoboost Titanium AV 1.5T 182 Ecoboost Titanium X A	WD £26795 180 171 21	1.6 i-DTEC SE Plus 1.6 i-DTEC SE Plus-Nav	£21570 118 99 15 £22180 118 99 15	1.4 CRDi 90 Class £13835 89 1 IX35 5dr 4x4 Classy, roomy cabin, predictable		£76450 336 224 -	1.6 CRDi 126 S ISG 1.6 CRDi 126 SE ISG		3.0 TDV6 Vogue	£74950 254 182 45 £81850 254 182 50
1.5T 182 Ebst Titanium X Sport 2.0 TDCi 150 Zetec 2WD	£22695 148 122 20		£20365 118 99 15 £24340 118 103 16	1.6 GDI S 2WD £17150 133 1	5.0 V8 S-C 550 XJR 8 14 3.0D V6 Luxury	£56870 271 159 48	1.6 CRDi 126 SE Tech SOUL 5dr hatch Looks div		3.0 SDV6 Hybrid Aubiograph	
2.0 TDCi 150 Titanium 2WD 2.0 TDCi 150 Titanium X 2WD 2.0 TDCi 150 Titanium X Sport	£24345 148 122 20 £27095 148 122 20 £30045 148 122 20	1.8 i-VTEC S	£24935 140 149 15 £18650 140 146 13 £20565 140 149 14	1.6 GDi SE 2WD £18750 133 1	9 14 3.0D V6 Luxury LWB 8 14 3.0D V6 Premium Luxury 9 14 3.0D V6 Premium Luxury LV	£60670 271 159 48	now, but still hardly the best o EV 81kW 1.6 GDi Start		4.4 SDV8 Vogue 4.4 SDV8 Vogue SE 4.4 SDV8 Aubiography	£81950 308 219 50 £88850 308 219 50 £98550 308 219 50
2.0 TDCi 150 Zetec AWD 2.0 TDCi 180 Titanium AWD	£24195 148 135 20 £26345 177 135 22	1.8 i-VTEC SE Plus-Nav	£21175 140 149 14 £19260 140 146 14	1.6 GDi SE Nav 2WD £19800 133 1 1.6 GDi SE Nav B'Drive 2WD ISG £19980 133 1	8 14 3.0D V6 Portfolio	£67870 271 159 49 £70980 271 167 49	1.6 GDi Connect		4.4 SDV8 Aubiography LWB RANGE ROVER SPORT	£106250 308 219 50
2.0 TDCi 180 Titanium X AWD C-MAX 5dr mpv As fun to di	£29095 177 135 22 Irive as it is easy to live witl	ACCORD 4dr saloon Comfo		1.7 CRDi Premium 2WD £23000 114 1	9 14 F-TYPE 2dr coupé Chea 9 14 rigidity mean it's better too		1.6 GDi Maxx	£20155 130 170 11	kind of dynamic twist. Brillian 5.0 V8 S Aubiography Dynam	nic £84350 503 298 49
★★★☆ 1.0T 100 Ecoboost Zetec S-S 1.0T 125 Ecoboost Zetec S-S	£18695 99 117 10		★★★☆ £23200 154 159 23 £24120 154 159 24	1.7 CRDi Premium Pa'rama 2WD £23800 114 1 1.7 CRDi S 2WD £18650 114 1 1.7 CRDi SE 2WD £20250 114 1	9 14 3.0 V6 S	£60250 375 213 50	1.6 CRDi Connect 1.6 CRDi Connect Plus 1.6 CRDi Mixx	£17700 126 132 10	3.0 SDV6 HSE 3.0 SDV6 HSE Dynamic 3.0 SDV6 Aubiography Dynar	£61950 288 185 43 £67150 288 185 43 mic £77850 288 185 45
1.0T 100 Ecoboost Titanium S- 1.0T 125 Ecoboost Titanium S-	S £20195 99 117 10	2.0 i-VTEC ES GT Nav	£25320 154 159 24		9 18 F-TYPE 2dr open Seriou	us money. But it buys a serious	1.6 CRDi Maxx OPTIMA 4dr saloon Look	£21750 126 132 11	4.4 SDV8 Aubiography Dynar	
1.0T 125 E'boost Titanium X SS 1.6 105 Zetec	£17655 103 149 11	2.4 i-VTEC EX ADAS	£30290 198 199 27	2.0 CRDi SE 136 4WD £23150 134 1 2.0 CRDi SE Nav 136 4WD £24200 134 1	9 18 3.0 V6 S	£67535 375 213 50			CT 5dr hatch Makes sense	
1.6T 150 Ecoboost Titanium S- 1.6T 182 E'boost Titanium X SS 1.6 TDCi 115 Zetec	\$ £23605 180 144 22	2.2 i-DTEC 150 ES 2.2 i-DTEC 150 ES GT 2.2 i-DTEC 150 ES GT Nav	£25400 148 138 24 £26320 148 138 24 £27520 148 138 24	the Santa Fe's easygoing appeal ★★★☆			1.7 CRDi 1 ISG 1.7 CRDi 3 ISG Venga 5dr mpv Versatile	£19995 134 128 17 £25795 134 128 20	fun 200h S 200h SE	★★★☆☆ £21245 134 82 19 £22745 134 94 19
1.6 TDCi 115 Titanium 1.6 TDCi 115 Titanium X	£20650 114 117 16	2.2 i-DTEC 150 EX 2.2 i-DTEC 150 EX ADAS	£28795 148 141 25		9 19 COMPASS 5dr 4x4 Jee	p-badged Dodge Caliber. Poor	high price disappoint 1.4 89 1 ISG	★★★★☆ £11995 89 130 8	200h Advance 200h Luxury	£24245 134 94 19 £24745 134 94 20
2.0 TDCi 140 Titanium 2.0 TDCi 163 Titanium X	£21725 138 129 20 £24225 161 129 22	2.2 i-DTEC 180 Type S 2.2 i-DTEC 180 Type S ADAS	£31435 177 147 28 £33685 177 147 29		9 19	£21010 168 209 24 £18470 154 175 22	1.4 89 SR7 ISG	£12795 89 130 8 £13595 89 130 9	200h F Sport 200h Premier	£26995 134 94 20 £29745 134 94 21
GRAND C-MAX 5dr mpv seven seater 1.0T 100 Ecoboost Zetec S-S	Fun and practical small ★★★★ £20295 99 119 10	desirable and useful	ate As above but more ★★★☆☆ £24680 154 163 23	UNIFINITI Q50 4dr saloon Credible compact saloon comp	2.4 Ltd 4WD 2.2 CRD Ltd 4WD itor WRANGLER 3dr 4x4 H	£23860 168 209 24 £25740 161 172 28		£16190 123 139 13	IS 4dr saloon Sleek junior oing. Needs a better diesel 250 SE	exec, well made and interest- ★★☆☆ £26495 204 199 32
1.0T 100 Ecoboost Zetec 3-3 1.0T 125 Ecoboost Zetec S-S 1.0T 100 Ecoboost Titanium S-	£20795 123 119 13	2.0 i-VTEC ES GT	£25655 154 163 24	with some novel touches **** 3.5 S Hybrid Sport AWD £42340 359 1	on-road manners	****	1.6 123 3 auto 1.4 CRDi 89 2	£17290 123 154 11	250 Luxury 250 F Sport	£27995 204 199 33 £30495 204 213 33
1.0T 125 Ecoboost Titanium S- 1.0T 125 E'boost Titanium X SS	S £22295 123 119 13 S £24295 99 119 14	2.4 i-VTEC EX 2.4 i-VTEC EX ADAS	£29550 198 201 26 £31950 198 201 27	2.0t Premium £32455 208 1 2.0t Premium Tech £38955 208 1	6 40 3.6 V6 Overland 6 40 3.6 V6 Rubicon	£32390 276 263 - £31140 276 270 -	1.4 CRDi 89 SR7 1.6 CRDi 114 3 ISG	£14895 89 119 10 £17475 114 117 14	250 Premier 300h SE	£35495 204 213 34 £28995 217 99 31
1.6T 150 Ecoboost Titanium S- 1.6T 182 E'boost Titanium X SS 1.6 TDCi 115 Zetec	\$ £24950 180 149 22		£26895 148 143 24 £27870 148 143 24 £29070 148 143 24	2.0t Sport Tech £39725 208 1	6 40 2.8 CRD Sahara	£30225 197 213 24	1.6 CRDi 114 4 ISG Carens 5dr mpv Nicely I Class leader	£18570 114 117 14 up to scratch now, but no	300h Luxury 300h F Sport 300h Premier	£30995 217 103 32 £32495 217 109 32 £36750 217 109 33
1.6 TDC1 115 Zetec 1.6 TDC1 115 Titanium 1.6 TDC1 115 Titanium X	£22045 114 124 16		£30330 148 146 25	3.5 S Hybrid Sport £40695 359 1 3.5 S Hybrid Sport Tech £45595 359 1 3.5 S Hybrid Sport Tech AWD £47240 359 1	4 42 on-road manners	****	1.7 CRDi 3 Sat Nav ISG 1.6 GDi 1 ISG		GS 4dr saloon Refreshingly	
2.0 TDCi 140 Titanium 2.0 TDCi 163 Titanium X	£23250 138 134 20	2.2 i-DTEC 180 Type S 2.2 i-DTEC 180 Type S ADAS	£32925 177 150 28 £35175 177 150 29	2.2D SE £28650 168 1 2.2D Premium £31050 168 1	4 29 3.6 V6 Overland 4 40 3.6 V6 Rubicon	£34060 276 273 - £32810 276 273 22	1.6 GDi 2 ISG 1.7 CRDi 114 1 ISG	£19600 133 149 13 £19590 114 124 12	300h SE 300h Luxury	£31495 179 109 31 £37495 179 113 32
S-MAX 5dr mpv Proof that or ungainly. A benchmark 1.6T 16D Ecoboost Zetec S-S	★★★★☆	CR-V 5dr 4x4 The CR-V soldic by cleverer competition 1.6 i-DTEC 120 SE-Nav 2WD	****	2.2D Sport £33420 168 1	8 40 2.8 CRD Overland Axle+	£34045 197 217 25 £33445 197 230 25 £31895 197 217 24	1.7 CRDi 134 2 Au	£20995 114 124 12 £22400 136 159 16 £24300 136 132 16	300h F Sport 300h Premier 450h Luxury	£41745 179 115 33 £43745 179 113 33 £45495 338 141 42
1.6 160 Eco T'nium S-S 2.0 203 Ecoboost Titanium au	£25060 158 159 19	1.6 i-DTEC 120 S-Nav 2WD	£26740 118 115 22 £24300 118 115 23 £28495 118 119 23	Q60 2dr coupé High-class coupe. Refined, pote		£31295 197 230 24	SPORTAGE 5dr 4x4 Good		450h F Sport 450h Premier	£51495 338 145 42 £51495 338 141 42
2.0 240 Tit. X Sp. Au 1.6 TDCi 115 Zetec S-S	£31485 237 194 27 £24110 114 139 16	2.0 i-VTEC S 2WD 2.0 i-VTEC S-Nav 2WD	£22345 154 168 22 £23245 154 168 22	3.7 V6 060 GT £36790 315 2 3.7 V6 060 S £38680 315 2	6 45 Uninspiring, but roomy and 6 45 2.0 Longitude 140 FWD	practical ★★★☆ £26110 138 139 27		£21500 134 149 16	LS 4dr saloon Uninspiring list attached	luxury barge with a huge kit ★★★☆☆
1.6 TDCi 115 Eco T'ium S-S 2.0 TDCi 140 Zetec 2.0 TDCi 140 Titanium	£25860 114 139 17 £24295 138 139 17 £26045 138 139 18	2.0 i-VTEC SE-Nav 2WD	£24515 154 168 22 £25685 154 168 22 £25615 154 173 22	Q60 COUPE CABRIOLET 2dr open Desira	6 45 2.0 Ltd 140 FWD le, 2.0 Longitude 140	£31810 138 139 - £28110 138 147 - £33810 138 147 -		£17500 133 158 14 £19800 133 149 15 £19100 114 135 12		£71995 382 249 48 £74495 382 249 49 £99995 439 199 50
2.0 TDC1 140 Titalium 2.0 TDCi 163 Titanium 2.0 TDCi 163 Tit. X Sp.	£26645 161 139 19 £30395 161 139 21	2.0 i-VTEC SE-Nav	£26785 154 173 22	3.7 V6 060 GT Premium auto £45740 315 2 Q70 4dr saloon Pleasant, well-equipped big sal	4 48 2.0 Longitude 170 Au	£30610 168 - 29		£21200 114 135 13	600h L Premier Night View NX CROSSOVER 5dr hat	£101510 439 199 50
2.2 TDCi 200 Titanium 2.2 TDCi 200 Tit. X Sp.	£27870 197 174 26 £31620 197 174 26	2.0 i-VTEC EX 1.6 i-DTEC 120 S 2WD	£30440 154 177 23 £23400 118 115 22	★★★☆ 3.5 Hybrid Premium £43250 235 1	2.0 Longitude Plus 140 FWI 5 45 2.0 Longitude Plus 140	£28310 138 139 - £30310 138 147 -	1.7 CRDi 3 SatNav 2WD ISG 2.0 CRDi KX-2 4WD	£23900 114 143 13 £23600 134 149 17	dramatically off the pace to d 2.0 200t F Sport	rive ★★★☆☆ £38095 235 183 -
GALAXY 5dr mpv Huge sev on the road. Not cheap 2.2 TDCi 200 Titanium X	★★★★☆	1.6 i-DTEC 120 SE 2WD 1.6 i-DTEC 160 SE 1.6 i-DTEC 160 SE-Nav	£25570 118 115 22 £27570 158 129 26 £28740 158 129 26	3.7 Sport Tech £44850 315 1	5 45 2.0 Longitude Plus 170 Au 5 45 GRAND CHEROKEE 5 9 46 Comfortable and well-equip	£32810 168 - 29 dr 4x4 The best Jeep.	2.0 CRDi KX-3 4WD 2.0 CRDi KX-3 4WD nav 2.0 CRDi KX3 4WD sn au	£25500 134 156 17 £26300 134 156 17 £27610 134 183 17	300h S 2WD 300h SE 300h Luxury	£29495 195 116 29 £31495 195 121 31 £34495 195 121 31
1.6 160 Ecoboost Zetec S-S 1.6 160 Eco T'ium S-S	£25670 158 167 18 £27570 158 167 18	1.6 i-DTEC 160 SR	£30625 158 133 27 £32470 158 133 27	2.2d Premium Tech £37500 168 1	9 46 6.4 V8 SRT 9 46 3.0 V6 190 CRD Laredo	£63995 470 327 50		£28200 134 158 19	300h F Sport 300h Premier	£36995 195 121 32 £42995 195 121 33
1.6 160 Eco T'niumX S-S 2.0 203 Ecoboost Titanium au				2.2d Sport Tech £38950 168 1 OX50 5dr 4x4 Focused on-road SUV. Drives wel	9 46 3.0 V6 CRD Ltd very 3.0 V6 CRD Ltd Plus	£44495 247 198 41		£28795 197 149 24	RX 5dr 4x4 Low flexibility, degree of economic sense	****
1.6 TDCi 115 Zetec S-S		110 5dr hatch Second gen i 10 Mature drive, spacious cabin, lor 1.0 S		3.7 V6 OX GT Premium £42580 315 2	3.0 V6 CRD Overland 5 44 3.0 V6 CRD Summit 5 45	£48195 247 198 41 £51995 247 198 43		£31995 197 161 25 £35845 197 161 26 £41000 197 177 28	450h Luxury	£44495 245 145 40 £48495 245 145 41 £51995 245 145 42
1.6 TDCi 115 Eco Tit. X S-S 2.0 TDCi 140 Zetec	£30860 114 139 18 £26645 138 139 20	1.0 S Air 1.0 SE	£9370 65 108 1 £9770 65 108 1	3.0d £34490 235 2 3.0d GT £38445 235 2	4 43 KIA 4 44 PICANTO 3dr hatch Mo	ost grown-up car in its class.	LAMBORGHINI		450h Premier RC-F 2dr coupé An also-ra	£55495 245 145 41 an in the segment, although
2.0 TDCi 140 Titanium 2.0 TDCi 140 Titanium X 2.0 TDCi 163 Titanium	£28545 138 139 20 £31045 138 139 21 £29145 161 139 22	1.0 Premium	£10470 65 108 1	3.0d GT Premium £42045 235 2 QX70 5dr 4x4 Big, powerful SUV. None of the fir the X5 or Range Rover ★★☆☆	4 44 Nice drive and cabin sse of 1.0 VR7 1.0 1	£9645 68 99 6	HURACAN 2dr coupé A s flaws are just as obvious 5.2 V10 LP 610-4	upercar to its bones, but the ★★★☆ £180720 601	naturally-aspirated V8 is easy 5.0 V8 5.0 V8 Carbon	to like ★★★☆ £59995 471 251 48 £67995 471 251 50
2.0 TDCi 163 Titanium X 2.2 TDCi 200 Titanium	£31645 161 139 23	1.2 Premium 120 5dr hatch Very good valu	£10970 86 114 4	3.7 V6 GT £43250 315 2	2 49 1.25 White ISG 2 49 1.25 White Au		AVENTADOR 2dr coupé		LOTUS	201773 411 231 30
GINETTA		by-product; practicality mostly s	£10695 76 112 5	3.7 V6 S Premium £49800 315 2	2 49 1.25 Quantum ISG 2 49 PICANTO 5dr hatch Mo		6.5 LP700-4 LAND ROVER	£242280 690 398 -	ELISE 2dr open Pure spor steering, low running costs	****
G40 2dr coupé Road-legal r charm to spare R	* ★ ★ ★ ☆ £29950 175 181 -	1.2 75 S Air 1.2 84 SE 1.2 84 Premium	£11445 76 112 5 £12725 84 119 6 £13725 84 119 6	3.0d GT £43100 235 2			DEFENDER 3dr 4x4 An ir road, crude on it	nstitution. Unbeatable off	1.6 Club Racer 1.6 1.6 Sport	£28580 134 149 43 £29050 134 149 43 £30650 134 149 43
HONDA		1.2 84 Premium SE 1.4 100 SE	£14725 84 119 6 £13325 98 127 10	3.0d S £45200 235 2	5 49 1.0 1 Air 5 49 1.0 2	£8945 68 99 4 £9945 68 99 4	90 2.2D Hard Top 90 2.2D S'Wagon	£23100 120 266 - £25265 120 269 25	1.8 S EXIGE 2dr coupé Sharp, u	£37205 217 175 43 uncompromising track car.
JAZZ 5dr hatch Great pack versatile, if not thrilling superm 1.2 i-VTEC SE	kaging makes this a nini ★★★★☆ £13395 89 123 14	1.4 100 Premium 1.4 100 Premium SE	£14325 98 127 10 £15325 98 127 10	JAGUAR XE 4dr saloon Early word suggests Jaguar has o	1.25 2 ISG 1.25 3 afted 1.25 4 ISG	£10545 84 100 7 £11545 84 109 10		£27305 120 269 25 £30505 120 269 26		★★★★☆ £54610 345 236 47
1.2 i-VTEC SE-T 1.4 i-VTEC ES Plus	£14390 89 123 14 £14895 99 129 19	1.1 CRDi 75 SE	£14225 74 103 6 £14725 89 106 11	a fine junior exec ★★★★☆	RIO 3dr hatch Looks gre	at, but it's well off the	road, crude on it 110 2.2D Hard Top	★★★☆☆ £25010 120 295 26	and sweet handling	★★★☆ £53080 276 217 50
1.4 i-VTEC ES Plus-T 1.4 i-VTEC Si-T		1.4 CRDi 90 Premium SE	£15725 89 106 12 £16725 89 106 12	2.0i 200 R-Sport £29745 197 1	9 - 1.25 SR7	£11845 83 115 3	110 2.2D County Utility Wago 110 2.2D Utility Wagon	£27620 120 295 -		£54980 276 217 50 £58850 276 217 50
1.2 i-VTEC S 1.2 i-VTEC S A-C 1.2 i-VTEC S-T	£11695 89 123 13 £12545 89 123 13 £12690 89 123 13		ve come to expect, but ★★★☆ £15195 98 138 7	2.0i 240 R-Sport £33095 237 1 2.0i 240 Portfolio £33745 237 1 3.0i S-C 340 S £44870 335 1	9 - 1.4 2 ISG	£12245 83 115 3 £13045 107 114 7 £14445 107 114 7	110 2.2D County	£27620 120 295 27 £29550 120 295 28 £33405 120 295 28	3.5 V6 S +2	£62290 345 229 50 £64190 345 229 50 £66850 345 229 50
1.2 i-VTEC S-T A-C 1.3 IMA Hybrid HE	£13540 89 123 13 £17150 97 104 16	1.4 100 SE 1.6 120 SE auto	£16495 98 138 7 £17895 118 158 9	2.0d 163 SE £29775 161 2.0d 163 Prestige £30775 161	1.4 CRDi 3 ISG CEED 5dr hatch Anothe	£15545 89 98 6 r looker from Schreyer, but	110 2.2D XS Utility Wagon FREELANDER 5dr 4x4(£32405 120 295 - Classy, comfortable soft	MASERATI	
1.3 IMA Hybrid HE-T 1.3 IMA Hybrid HS 1.3 IMA Hybrid HS-T		1.6 CRDi 110 Blue Drive S 1.6 CRDi 110 Blue Drive S 1.6 CRDi 110 Blue Drive SE	£20295 118 145 9 £17195 109 94 11 £18495 109 94 11	2.0d 163 Portfolio £32975 161		★★★☆☆ £15400 99 143 8 £16690 89 114 6		★★★☆ £27765 148 165 21 £29765 148 165 22	GHIBLI 4dr saloon Classy polished than a 5-Series	y and entertaining but less ★★★☆ £53575 325 223 50
1.3 IMA Hybrid HX 1.3 IMA Hybrid HX-T	£19250 97 104 16	1.6 CRDi 136 Blue Drive Premiu 130 TOURER 5dr estate A	£22295 134 102 11	2.0d 180 Prestige £31275 178 1	9 - 1.4 98 1	£14805 99 139 7 £16805 99 143 8	2.2 SD4 190 SE	£30270 188 185 24 £32270 188 185 25	3.0 V6 S	£64720 404 242 50 £49160 271 158 50
1.4 i-VTEC EX 1.4 i-VTEC EXL	£15995 99 129 16 £17195 99 129 16	expect, but not one inch better 1.6 120 S	★★★☆☆ £16895 118 145 9	2.0d 180 Portfolio £33675 178 1 XF 4dr saloon Sublime Brit exec. Great interior	9 - 1.6 GDi 133 2 ISG d 1.6 GDi 133 3 ISG	£17595 128 124 12 £19395 128 124 12	2.2 SD4 190 Metropolis DISCOVERY 5dr 4x4 The	£35995 188 185 26 best compromise between	QUATTROPORTE 4dr sa cated as it might have been.	lloon Not quite as sophisti-
1.4 i-VTEC EX-T 1.4 i-VTEC EXL-T 1.4 i-VTEC Si		1.6 120 SE 1.6 CRDi 110 Blue Drive S 1.6 CRDi 136 Blue Drive SE	£18195 118 145 9 £18295 109 94 11 £19595 134 102 11		1.6 GDI 133 4 ISG 9 33	£20600 128 137 13 £22500 128 137 15 £20705 201 171 29	3.0 SDV6 255 GS	★★★☆ £40005 252 213 39 £46865 252 213 40		£81555 404 242 50 £109625 523 274 50 £69235 271 164 50
CIVIC 5dr hatch A real cont legroom is a hindrance	tender, but the lack of rear ★★★☆	140 4dr saloon Useful, inoffe fireworks here	nsive and well-priced. No ★★★☆☆	2.2D 200 R-Sport £36250 197 1 5.0 V8 SC XFR £65440 503 2	9 38 1.6 T-GDi 201 GT Tech 0 46 1.4 CRDi 89 1	£23405 201 171 29 £16095 89 109 6	3.0 SDV6 255 HSE Discovery sport 5d r	£54495 252 213 41	GRANTURISMO 2dr cou soundtrack, average chassis	pé Fantastic looks and ★★★★☆
1.4 i-VTEC S 1.4 i-VTEC S-Nav	£16815 99 129 5	1.7 CRDi 115 B'Drive Style	£23485 114 113 13 £21205 114 113 13	5.0 V8 SC XFR-S £79995 542 2 2.2D 163 Luxury £33445 161 1	0 50 1.6 CRDi 126 1 ISG 9 33 1.6 CRDi 126 2 ISG	£16695 126 97 12 £18695 126 100 13	compact seven-seater 2.2 SD4 190 SE	★★★☆ £32395 188 162 28	4.2 V8 4.7 V8 Sport	£82280 400 330 50 £90810 453 331 50
1.6 i-DTEC EX Plus 1.6 i-DTEC S 1.6 i-DTEC SE Plus	£18755 118 94 15	1.7 CRDi 115 B'Drive Active 1.7 CRDi 136 B'Drive Active 1.7 CRDi 136 B'Drive Style	£19105 114 113 12 £19905 134 119 16 £22005 134 119 16	2.2D 200 Portfolio £38700 197 1	9 38	£20495 126 100 13 £22095 126 112 14 £23995 126 112 15	2.2 SD4 190 HSE		4.7 V8 MC Stradale GRANCABRIO 2dr open soundtrack, average chassis	
1.6 i-DTEC SE Plus-Nav 1.6 i-DTEC S-Nav	£21180 118 94 15 £19365 118 94 15	1.7 CRDi 136 B'Drive Premium 140 TOURER 5dr estate U	£24405 134 119 17 Iseful, inoffensive and	3.00 V6 S Portfolio £49515 271 1 XF 5dr sportbrake Handsome estate wins hear	9 44 CEED 5dr estate Anothe if Schreyer, but also forgettab	er slightly bigger looker from lle ★★★☆☆	RANGE ROVER EVOQU desirability for the SUV	E 3dr 4x4 A new class of ★★★☆	4.7 V8 Sport	£98340 433 337 50 £103935 453 337 50
1.6 i-DTEC SR 1.8 i-VTEC EX Plus	£23935 99 145 15	well-priced. No fireworks here 1.7 CRDi 115 B'Drive Style	£22455 114 113 13		1.4 98 VR7 9 33 1.4 CRDi 89 1 ISG	£16400 99 148 8 £17295 89 109 6	2.2 eD4 150 Pure Tech 2WD 2.2 SD4 190 Pure Tech 4WD	£31205 148 129 29 £33505 188 149 33	MAZDA 2 5dr hatch Much more gro	Numarin now Handas
1.8 i-VTEC S 1.8 i-VTEC SE Plus 1.8 i-VTEC SE Plus-Nav	£19565 99 145 14	1.7 CRDi 115 Blue Active 1.7 CRDi 136 B'Drive Active 1.7 CRDi 136 Blue Style	£20355 114 113 12 £21155 134 119 16 £23255 134 119 16	2.2D 200 R-Sport £38750 197 1	9 33		2.2 SD4 190 Dynamic 4WD RANGE ROVER EVOQU desirability for the SUV		2 5dr natch Much more gro comfortable - if slightly less fu 1.5 75 SE	
					7 50 1.6 CRDi 126 4 ISG		2.0 Si4 240 Dynamic Lux 4WI			£12995 74 110 -
1.8 i-VTEC S-Nav 1.8 i-VTEC SR	£22135 99 145 14	1.7 CRDi 136 B'Drive Premium IX20 5dr hatch Usable high-	roofed hatch, but short o	1 2.2D 163 Luxury £35945 161 1	9 33 1.6 CRDi 126 4 Tech ISG	£25195 126 116 15	2.2 eD4 150 Pure 2WD	£29205 148 133 28	1.5 90 SE-L	£13995 90 105 -
	£22135 99 145 14 £19615 99 145 14 £20225 99 145 14	IX20 5dr hatch Usable high-	roofed hatch, but short o ★★★☆ £15385 114 117 13	2.2D 163 Luxury £35945 161 1 2.2D 200 Luxury £37050 197 1		£25195 126 116 15 nother slightly smaller looker norable ★★☆☆	2.2 eD4 150 Pure 2WD		1.5 90 SE-L 1.5 90 SE-L Nav 1.5 90 Sport	

Model				group	Model			
Make and Mode			g/km	Insurance group	and Model			g/km
Make	Price	g	CO ₂ g	Insura	Make	Price	Bh	CO ₂ g
1.5 115 Sport Nav	£15995	113	117	-	B180 CDI Sport	£23170	108	108
1.5D 105 SE-L 1.5D 105 SE-L Nav	£15995 £16395	104 104		-	B180 CDI AMG Line B200 CDI SE	£24465 £23650	108 134	
1.5D 105 Sport 1.5D 105 Sport Nav	£16995 £17395	104	89	-	B200 CDI Sport B200 CDI AMG Line	£24245 £25540	134	111
3 4dr saloon Refined, well-pri	ced family	choic c	e.	_	B220 CDI Sport	£27125	168	107
Dynamically satisfying, too 2.0 120 SE	£17295		119	17	CLA 4dr saloon Attractive fro pealing from others. Dynamics to			
2.0 120 SE Nav	£17895	118	119	17	CLA 200 CDI AMG Sport	£29125	134 134	117
2.0 120 SE-L 2.0 120 SE-L Nav	£18795 £19395	118	119	18	CLA 200 CDI Sport CLA 250 AMG Sport 4Matic	£26925 £33405	208	154
2.0 120 Sport Nav 2.2d 150 SE	£20195 £19645		119		CLA180 Sport CLA180 AMG Sport	£24775 £26975	121	
2.2d 150 SE Nav	£20245	148	104	24	CLA45 AMG	£42270	354	161
2.2d 150 SE-L 2.2d 150 SE-L Nav	£21145 £21745		104		CLA220 CDI Sport CLA220 CDI AMG Sport	£29775 £31975	168 168	
2.2d 150 Sport Nav 3 5dr hatch Refined, well-pric	£22545		104	24	C-CLASS 2dr coupé Nice ba and driver reward	lance of s	tyle, u	sabil
Dynamically satisfying, too	***	t*:	ł		C63 AMG Edition 507	£68495	451	280
1.5 100 SE 1.5 100 SE Nav	£16995 £17595	99 99	119		C180 AMG Sport Edition C220 CDI Exec SE	£29965 £31130	154 168	
2.0 120 SE	£17295 £17895	118	119	17	C220 CDI AMG Sport Edition	£32460	168	133
2.0 120 SE Nav 2.0 120 SE-L	£11895		119	18	C-CLASS 4dr saloon Stellar			hed c
2.0 120 SE-L Nav 2.0 120 Sport Nav	£19395 £20195		119 119		increase appeal; engines not so g C200 SE	ood 🛨 : £27270	181	
2.0 165 Sport Nav	£21920	162	135	22	C200 Sport	£29265	181	124
2.2D 150 SE 2.2D 150 SE Nav	£19645 £20245	148	107 107	24	C200 AMG Line C63 AMG	£30890 £59800	181 469	128
2.2D 150 SE-L	£21145 £21745	148	107	24	C63 AMG S	£66550 £28985	503 134	192
2.2D 150 SE-L Nav 2.2D 150 Sport Nav	£22545	148	107	24	C200 Bluetec SE C200 Bluetec Sport	£30980	134	102
6 4dr saloon A compelling mix performance. Interior a let down				i	C200 Bluetec AMG Line C220 Bluetec SE	£32475 £29780	134 168	
2.0 145 SE	£19795	143	129		C220 Bluetec Sport	£31775	168	104
2.0 145 SE Nav 2.0 145 SE-L	£20495 £20795		129 129		C220 Bluetec AMG Line C250 Bluetec SE	£33270 £32435	168 201	
2.0 145 SE-L Nav 2.0 165 Sport Nav	£21495 £24595		129 135		C250 Bluetec Sport C250 Bluetec AMG Line	£34430 £35925	201	
2 2D 150 SF	£22295	148	108	21	C300 Bluetec Hybrid SE	£35045	201	94
2.2D 150 SE Nav 2.2D 150 SE-L	£22995 £23295	148	108		C300 Bluetec Hybrid Sport C300 Bluetec Hybrid AMG Line	£37040 £38535	201	94 94
2.2D 150 SE-L Nav	£23995	148	108	19	C-CLASS 5dr estate Decent	practical	ity and	i fan
2.2D 150 Sport Nav 2.2D 175 Sport Nav	£26395 £26795		108 119		tic interior - but only okay to driv C200 Bluetec AMG Line	£33675	134	
6 5dr tourer A compelling mix performance. Interior a let down					C200 Bluetec SE C200 Bluetec Sport	£30185 £32180	134 134	
2.0 145 SE-L Nav	£22425	143	129		C200 SE	£28470	181	128
2.0 165 Sport Nav 2.2D 150 SE Nav	£25395 £23795		135 116		C220 Bluetec SE C250 Bluetec SE	£30980 £33635	168 201	
2.2D 175 Sport Nav	£27595	173	119	23	C63 AMG	£61000	469	196
2.0 145 SE-L 2.2D 150 SE	£21725 £23095	148	131 116	21	C63 AMG S C200 Sport	£67750 £30465		128
2.2D 150 SE-L 2.2D 150 SE-L Nav	£24095 £24795		116		C200 AMG Line C220 Bluetec Sport	£32090 £32975		128
2.2D 150 Sport Nav	£27195	148	116	21	CZZU BIUELEC AMO LIIIE	£34470	168	108
CX-5 5dr 4x4 Superb diesel e average package	ngine mal	ed to a	above		C250 Bluetec Sport C250 Bluetec AMG Line	£35630 £37125	201	
2.0 Skyactiv-G 165 SE-L Nav 2.0 Skyactiv-G 165 SE-L	£22995 £22295		139 139		E-CLASS 4dr saloon A retur ties. Refined and relaxing	n to the o		
2.0 Skyactiv-G 165 Sport Nav	£25395	162	139	16	E300 Bluetec Hybrid AMG Sport	£42375	204	109
2.2D Skyactiv-D 150 SE-L 2.2D Skyactiv-D 150 SE-L Nav	£24095 £24795		119		E63 AMG S E200 SE	£84110 £34340	549 181	
2.2D Skyactiv-D 150 SE-L Lux 2.2D Sky-D 150 SE-L Lux Nav	£25695	148	119	20	E200 AMG Line E250 SE	£36850 £35470		142
2.2D Skyactiv-D 150 Sport Nav						£37980	208	142
2.2D Sky-D 150 SE-L AWD 2.2D Sky-D 150 SE-L Nav AWD	£25995 £26695					£74115 £39880		
2.2D Sky-D 175 Sport Nav AWD	£29395	173	136	21	E220 Bluetec SE	£34270	168	120
5 5dr mpv Functional seven-s to drive. Lots of kit	eater, but			ant	E220 Bluetec AMG Line E250 CDI SE	£36765 £36820		
2.0 150 Sport Venture 1.6D 115 Sport Venture	£20495	148	159			£39445 £41210	201	134
MX-5 2dr open The old recipi	- but dor	ne bett	er. Le		E-CLASS 5dr estate A return	n to the o	ld Mero	c qua
low-cost and pretty. Enough said 1.5i Sport Nav	£22445			-	ties. Refined and relaxing E220 Bluetec AMG Line	★ ★ ★ £38555		135
1.5i SE	£18495	129	139	-	E220 Bluetec SE	£36060	168	133
1.5i SE-L 1.5i SE-L Nav	£19245 £19845		139 139	-	E250 CDI AMG Line	£39770 £41250	201	
1.5i Sport 2.0i SE-L	£21845 £20095	129	139	-	E250 CDI SE	£38755 £37275	201	
2.0i SE-L Nav	£20695	153	-	-	E300 BlueTEC Hybrid AMG Line	£44165	201	119
2.0i Sport 2.0i Sport Nav	£22695 £23295			-		£41670 £43015		
-	/J	100			F63 AMG	£75905	549	234
MCLAREN 650S 2dr coupé Extraordina	ry pace a	nd har	ıdlina	. The	E63 AMG S E-CLASS 2dr coupé A return	£85900 to the ol		
car the 12C should have been 3.8 V8		**1	ξ.	50	Refined and relaxing	★ ★ ★ £38635	τ★:/	Ł
650S SPIDER 2dr open	More of	the sai	me		E400 AMG Line Plus	£46425	329	176
although noisier – and better for 3.8 V8	it ★ £21525	★★ 0 641	**	50	E220 Bluetec SE E220 Bluetec AMG Line	£36615 £39310		
P1 2dr coupé Other-worldly. A	s worthy	of a pla	ace in		E250 CDI Bluetec AMG Line	£40930	201	129
hypercar history as the F1 3.8 V8	£86600			50	E350 Bluetec AMG Line E-CLASS CABRIOLET 2dr	£42625 open Ni		
MERCEDES-BENZ					ride isn't great. Six-pot engines b E200 AMG Line		**	44
A-CLASS 5dr hatch Desirab					E400 AMG Line Plus	£49795	329	185
quality seriously off-piste A180 CDI SE ECO	£21965			16	E220 Bluetec SE E220 Bluetec AMG Line	£39985 £42810		
A250 by AMG 4MATIC	£30910	208	154	34	E250 CDI AMG Line	£44300	201	128
A180 SE A180 Sport	£20715 £21840	121	128	18 18	E350 Bluetec AMG Line S-CLASS 2dr coupé Heavyw	£46010 reight con		
A200 Sport	£23365	154	134	23	Continent smothering luxury	***	**	¥
A200 AMG Sport A250 Engineered by AMG Sport	£24615 £29375					£96195 £12560		
A45 AMG 4MATIC A180 CDI SE auto	£38195	354	161	43	S65 AMG	£183075	621	279
					S-CLASS 4dr saloon Still the	heet !	uru co	rin'

mix-3 Lui open ine oiu recipe	Dut donc	DULL	CI. LCC	a11,	L-CLASS Jul estate A letter	I to the old	mich	c quuii
low-cost and pretty. Enough said					ties. Refined and relaxing	***		
1.5i Sport Nav	£22445				E220 Bluetec AMG Line	£38555		
1.5i SE			139		E220 Bluetec SE	£36060		
1.5i SE-L	£19245		139	-		£39770		147 3
1.5i SE-L Nav			139	-	E250 CDI AMG Line	£41250		
1.5i Sport	£21845		139	-		£38755		143 3
2.0i SE-L	£20095	153	-	-	E250 SE	£37275		
2.0i SE-L Nav	£20695	153	-	-	E300 BlueTEC Hybrid AMG Line	£44165		119 4
2.0i Sport	£22695	153	-	-	E300 BlueTEC Hybrid SE	£41670	201	119 4
2.0i Sport Nav	£23295	153	-	-	E350 Bluetec AMG Line	£43015	248	159 4
					E63 AMG	£75905		234 4
MCLAREN					E63 AMG S	£85900		
650S 2dr coupé Extraordina	ry pace an	d han	dling.	The	E-CLASS 2dr coupé A return	to the old	Merc	qualitie
car the 12C should have been	***				Refined and relaxing	***		
3.8 V8	£195250	641	-	50	E200 AMG Line	£38635	181	140 3
650S SPIDER 2dr open	More of th	ne san	ne		E400 AMG Line Plus	£46425	329	176 4
although noisier – and better for	it ★ 🖈	*	**		E220 Bluetec SE	£36615	168	123 3
3.8 V8	£215250			50	E220 Bluetec AMG Line	£39310	168	126 3
P1 2dr coupé Other-worldly. A	s worthy of	a pla	ice in		E250 CDI Bluetec AMG Line	£40930	201	129 4
hypercar history as the F1	***	**	٢		E350 Bluetec AMG Line	£42625	228	149 4
3.8 V8	£866000	903	194	50	E-CLASS CABRIOLET 2dr	open Nic	e cab	in, but
					ride isn't great. Six-pot engines b	est ★ 🖈	*	44
MERCEDES-BENZ					E200 AMG Line	£42005	181	146 47
A-CLASS 5dr hatch Desirab	ility on me:	ssage	; ride		E400 AMG Line Plus	£49795		185 4
quality seriously off-piste	***	**	7		E220 Bluetec SE	£39985	168	127 4
A180 CDI SE ECO	£21965	107	92	16	E220 Bluetec AMG Line	£42810	168	134 4
A250 by AMG 4MATIC	£30910	208	154	34	E250 CDI AMG Line	£44300	201	128 4
A180 SÉ	£20715	121	128	18	E350 Bluetec AMG Line	£46010	228	154 4
A180 Sport	£21840	121	133	18	S-CLASS 2dr coupé Heavyw	eight cont	ende	Γ.
A200 Sport	£23365				Continent smothering luxury	***	*:	7
A200 AMG Sport	£24615	154	136	24	\$500	£96195	449	207 5
A250 Engineered by AMG Sport	£29375	208	140	34	S63 AMG	£125605	577	237 5
A45 AMG 4MATIC	£38195	354	161	43	S65 AMG	£183075	621	279 5
A180 CDI SE auto	£23240	107	98	16	S-CLASS 4dr saloon Still the	e best luxu	ry ca	r in the
A180 CDI Sport	£22785	107	102	16	real world. Calm, advanced, rewar	ding 🛨 🖈	*	**
A180 CDI AMG Sport	£24035	107	105	16	S500 Plug-in Hybrid	£82965	436	65 5
A200 CDI Sport	£23860	134	118	20	S500 L AMG Line	£88400	449	207 5
A200 CDI AMG Sport	£25110	134	121	21	S400 Hybrid L SE Line	£70935	328	147 4
A220 CDI AMG Sport	£27760	168	115	25	S400 Hybrid L AMG Line	£74930		
B-CLASS 5dr hatch Aslight	ly odd pros	pect.	but		S600 L AMG Line	£140615	523	259 5
practical and classy	***	★☆	7		S63 AMG L	£119845		
B180 SE	£21500	120	129	16	S65 AMG L	£179995	621	279 5
B180 Sport	£22225	120	129	16	Maybach \$600	£165700	501	274 5
B180 AMG Line	£23520	120	129	16	S300 Bluetec Hybrid L AMG Line	£72260	204	120 4
B200 SE	£22575				S350 Bluetec AMG Line	£67940		
B200 Sport	£23300				S350 Bluetec L SE Line	£66910		148 5
B200 AMG Line	£24595				S350 Bluetec L AMG Line	£70940		154 5
B180 CDI SE ECO	£22575		94			_,,,,,	_01	
B180 CDI SE	£22575		108					

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	lake and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model
					CLS 4dr saloon Saloon-like			re-like	트	COUP
180 CDI AMG Line	£24465	108	108	15	rewards	**	t 🖈	۵-		chassis
200 CDI SE 200 CDI Sport	£23650	134	111	20	rewards 400 AMG Line 63 AMG S 220 Rhine AMG Line	£55855 £86510	328	170	50	1.6 Coo
180 CDI Sport 180 CDI AMG Line 200 CDI SE 200 CDI Sport 200 CDI AMG Line 200 CDI AMG Line 202 CDI Sport LA 4dr saloon Attractive fro	£25540	134	111	20	63 AMG S 220 BlueTec AMG Line 350 BlueTec AMG Line	£46500	1/5	129		1.6T Jo
220 CDI Sport LA 4dr saloon Attractive fro	£27125	168	107	25	350 BlueTec AMG Line	£49950	254		46	2.0D C
**LA 4dr saloon Attractive free ealing from others. Dynamics to LA 200 CDI AMS Sport LA 200 CDI Sport LA 200 CDI Sport LA 200 CDI Sport LA 250 AMS Sport 4Matic LA180 Sport LA180 AMS Sport LA180 AMS Sport LA220 CDI Sport LA220 CDI Sport LA220 CDI Sport CA220 CDI Sport LA220 CDI Sport CA220 CDI Sport LA220 CDI AMS Sport SPOR	o match 🗲	iliyles,	ullap	Å-	CLS 5dr shooting brake S coupé-like rewards	# ★ ★	\ ★ 7	aπιγ, Δ		compro
LA 200 CDI AMG Sport	£29125	134	117	27	63 AMG S	£87010 £48080		231	50	1.6 Coo
LA 250 AMG Sport 4Matic	£33405	208	154	24	220 BlueTec AMG Line 350 BlueTec AMG Line	£51400	254	129 162	47	1.6T Co
LA180 Sport	£24775	121	130	23	350 BlueTec AMG Line GLA 5dr 4x4 Not the most p good looking and very decent! GLA250 AMG Line 4Matic GLA45 AMG 4MATIC GLA450 CDI Sport GLA200 CDI Sport 4Matic	oractical cro	ossove	r, but		2.0D C
LA18U AMG SPORT	£26975 £42270	354	161	45	GLA250 AMG Line 4Matic	10 drive 🗯 £31295	208	154	34	too far
LA220 CDI Sport	£29775	168	117	27	GLA45 AMG 4MATIC	£44600	354	175	-	1.6 Coo
LA220 CDI AMG Sport :-CLASS 2dr couné Nice ha	£31975 Plance of s	168 tyle u	117 sahili	28 tv	GLA200 CDI Sport GLA200 CDI Sport 4Matic	£26265 £29215	134	1119 1119	25	1.6T Co
nd driver reward	***	t 1 6%	\ \		GLA200 CDI Sport 4Matic GLA200 CDI AMG Line GLA200 CDI 4Matic AMG Line GLA220 CDI Sport 4Matic GLA220 CDI AMG Line 4Matic G-CLASS 5dr 4x4 Massive mised, but with character to sp G350 BlueTEC G63 AMG	£27210	134	119	25	1.6T Jo
63 AMG Edition 507	£68495	451	280	44 26	GLA200 CDI 4Matic AMG Line	£30215	134	1119	25	1.60 60
220 CDI Exec SE	£31130	168	109	34	GLAZZO CDI SPOTT 4MATIC	£30645 £31645	168	129	29	1.6D Co 2.0D Co
220 CDI AMG Sport Edition	£32460	168	133	38	G-CLASS 5dr 4x4 Massive	ely expensiv	e and	comp	Γ0-	2.0D C
250 CDI AMG Sport Edition -CLASS 4dr saloon Stella	£33515 r cahin an	201 d nolisl	143 hed di	41 rive	mised, but with character to sp G350 BlueTFC	1are ★ £86445	★ ★	≱ r≨ 295	-	than us
					G63 AMG	£86445 £12966	5 537	322	-	1 6 One
200 SE 200 Sport	£27270	181	124	21	GL-CLASS 5dr 4x4 Decen size. Nice cabin, too	t on road ar	nd off (despit ^-	e its	1.6 Coo
200 Sport 200 Sport 200 AMG Line 63 AMG 63 AMG S 200 Bluetec SE 200 Bluetec Sport 200 Bluetec Short 200 Bluetec SE	£30890	181 469 503 134 134 134	128	31	GL350 BlueTEC AMG Sport	£60755	261	209	49	1 6T Co
63 AMG	£59800	469	192	·	ULO 3 AMU	£9330U	549	288	50	1.6T JC
63 AMG S 200 Bluetec SF	£66550 £28985	134	192	25	SLK 2dr open Enthusiastic, all-weather roadster	***	++-	d brisi A	k	1.6D Or
200 Bluetec Sport	£30980	134	102	25	200 CGI BlueEff Sport 250 CGI BlueEff Sport 350 CGI BlueEff Sport SLK55 AMG	£34750	181	IDÖ	41	1.6D Co
200 Bluetec AMG Line	£32475	134	102	25	250 CGI BlueEff Sport	£38710	201	169	44	2.0D C
220 Blueter Sport	£31775	168	104	31	STR22 VPI BINGELL Short	£44610 £55350	302	195	47	2.0D C
220 Bluetec AMG Line	£33270	168	104	31	SLK250 CDI SLK250 CDI AMG Sport	£33150	201	132	42	MIT
250 Bluetec SE 250 Bluetec Sport	£32435	201	117	35	SLK250 CDI AMG Sport SL 2dr open Big, luxurious a	£37150 and classion	201	132	43	I 5dr h
220 Bluetec AMG Line 220 Bluetec SE 250 Bluetec Sport 250 Bluetec AMG Line 300 Bluetec Hybrid SE	£35925	201	117	35	stud farm. Merc at its best.	***				MIEV Ke
300 Bluetec Hybrid SE	£35045	201	94	-	SL400 AMG Sport	£72505	329	178	50	MIRA
300 Bluetec Hybrid SE 300 Bluetec Hybrid Sport 300 Bluetec Hybrid AMG Line	£37040 £38535	201	94	÷	SL400 AMG Sport SL500 AMG Sport SL63 AMG SL65 AMG	£72505 £81920 £11252	425	212	50	for the 1.0 70
CLASS Jul CState Decell	ι μι αι ιιιια	iity aiit	ı ıaııı	as-			5 621	210	50	1.2 79
c interior - but only okay to driv	ve ★	134	★ ☆ 102	25	AMG GT 2dr coupé Clever	and handso	ome re	place	ment	1.2 79 ASX 5
200 Bluetec AMG Line 200 Bluetec SE 200 Bluetec SE 200 Bluetec SE 220 Bluetec SE 220 Bluetec SE 250 Bluetec SE 63 AMG 66 33 AMG 6 200 Sport 200 AMG Line 220 Bluetec Sport 220 Bluetec SP 200 Line 220 Bluetec AMG Line	£30185	134	102	25	for the SLS. Different, but very 4.0 V8	£97200	456	216	50	otherwi
200 Bluetec Sport	£32180	134	102	25	4.0 V8 S	£11050	0 503	219	50	1.6 2 2
200 SE 220 Bluetec SE	£30980	168	128 108	31	CL 2dr coupé Comfortable I sports car		101e 6 ★★			1.6 3 2 1.8 DiD
250 Bluetec SE	£33635	201	108 117	35	01 000	COFF 4F	429	227	50	1.8 DiD
63 AMG 63 AMG S	£61000	469	196 196		CL63 AMG	£11888	5 536 n 621	244	50	2.2 DID
200 Sport	£30465	181	128	31	CL65 AMG M-CLASS 5dr 4x4 Roomy	quiet and v	vell-ap	point	ed. A	finesse.
200 AMG Line	£32090	181	128	JI				4		3.L DI
220 Bluetec Sport 220 Bluetec AMG Line	£34470	168	108 108	31	ML350 BlueTEC SE Exec ML63 AMG	£87005	536	189	50	3.2 Di- 3.2 Di-
250 Bluetec Sport	£35630	201	117 117	35	ML250 BlueTEC SE Exec ML250 BlueTEC AMG Line ML350 BlueTEC AMG Line	£48190	201	165	38	OUTL
250 Bluetec AMG Line -CLASS 4dr saloon A retu	LJIILJ	201	117 c mual	35 li-	ML250 BlueTEC AMG Line ML350 BlueTEC AMG Line	£50850	201	165 1 189	38 43	althoug
es. Refined and relaxing	***		Ų.		V-CLASS 5dr mpv Expens	ively appoi	nted m	iini bu	S.	2.0 PH
300 Bluetec Hybrid AMG Spor 63 AMG S	t £42375	204 549	109	43	With matching price tag	£41845	1/1	140		2.0 PH
63 AMG S 200 SE 200 AME Line 250 SE 250 AMG Line 63 AMG 300 Bluetec Hybrid SE 220 Bluetec SE	£34340	181	138	36	V220 SE V220 Sport	01/21/13	161	149 149	-	2.0 PH
200 AMG Line	£36850	181	138 142	37	V220 Extra Long SE V220 Extra Long Sport V250 SE	£43380	161	149	-	2.0 PHI 2.2 DI- 2.2 DI- 2.2 DI- 2.2 DI-
250 SE 250 AMG Line	£35470 £37980	208	138 142	38	V220 Extra Long Sport V250 SF	£45875 £43520	161	149	-	2.2 DI-
63 AMG	£74115	549	230	41	V250 Sport	£46015	161		-	2.2 Di-
300 Bluetec Hybrid SE	£39880	204	109	43	V250 Extra Long SE	£45055			_	MO
220 Bluetec SE 220 Bluetec AMG Line	£36765	168	129	35	ASSO EXTLA FOILD Short	£47550	101	131		3 WH
250 CDI SE	£36820	201	129	39	MG					and not
250 CDI AMG Line 350 Bluetec AMG Line	£39445 £41210	201	134	40	mini Flaws covered up by price	ed and nicel	y style	ed sup	er-	1.9 115
-CLASS 5dr estate A retur	rn to the o	ld Men	c qual	i-	MG MG3 5dr hatch Neatly tunk mini. Flaves covered up by price 1.5 3Time	£8399	105	136	4	1.9 115 AFRO
es. Refined and relaxing	***	1/0	125	2E	1.5 3Form	£9299	105	136	4	AERO
220 Bluetec SE	£36060	168	133	34	1.5 3Style	£9999	105	136	4	4.8 V8
250 AMG Line	£39770	208	147	39	MG6 4dr saloon Good dyna	amics and s	pace. I	Poor f	inish	4-42
ZOU CUI AMG LINE 250 CDI SE	£41250 £38755	201	145	4U 39	and running costs 1.8T Magnette TSF	£19955	158	₹ } 174	14	1.6
250 SE	£37275	208	144	38	1.9 DTi Magnette TSE	£21195	148	129	14	PLUS
300 BlueTEC Hybrid AMG Line	£44165	201	119	44	MG6 5dr hatch Good dynamics costs	mics and sp	ace. P	oor fir	nish	finesse.
350 Bluetec AMG Line	£43015	248	159	44	1.8 TCI GT S	£15455	158	¥ 3 174	13	2.0 4 \$
63 AMG	£75905	549	234	47	1.8 TCI GT SE	£16955	158	174	14	ROAD
63 AMG S -CLASS 2dr couné A retur	£85900 n to the o	582 d More	234 nuali	4/	min. Haws covered up by prict 1.5 3 Form 1.5 3 Form 1.5 3 Form 1.5 3 Form 1.5 3 Style MGG 4 dr Saloon Good dyn: and running costs 1.87 Magnette TSE MGG 5 Gfr hatch Good dyna and running costs 1.87 I Magnette TSE MGG 5 Gfr hatch Good dyna and running costs 1.8 TICI of TS 1.8 TICI of TS 1.8 TICI of TS 1.9 TICI of TS 1.9 TICI of TS 1.9 DTI GT SE 1.9 DTI GT SE 1.9 DTI GT SE 1.9 DTI GT SE	£18955	158	174	14	needs b
efined and relaxing	***	± ★ ½	quali	aca.	1.9 DTi GT SE	£18195	148	129	14	3.7 V6
200 AMG Line	£38635	181	140	39 4F	1.9 DTI GT TSE	£18195 £20195	148	129	14	PLUS
400 AMG Line Plus 220 Riveter SF	£40425	168	1/0	38	MINI					4 8 VR

39	1.9 DTi GT TSE	£20195	148 12	9 14
45				
38	MINI			
39	HATCH 3dr hatch Has ma	tured very sa	tisfyingly	/ into
43	its larger footprint . A real con			
46	1.2 One	£13955	102 10	18 12
t	1.5 Cooper	£15505	134 10)5 18
	2.0 S Cooper	£18840	189 13	33 26
42	1.5 D One	£15075	114 8	9 11
48	1.5 D Cooper	£16635	114 9	2 15
41	2.0 SD Cooper	£19655		
42	HATCH 5dr hatch Addition	nal door hard	ly adds c	harm.
45	Bottom line embellished never			
48	1.2 One	£14565	102 1	
	1.5 Cooper	£16105	134 10	
	2.0 S Cooper	£19440	189 13	36 26
50	1.5 D One	£15675	94 9	2 11
50	1.5 D Cooper	£17235	114 9	5 15
50	2.0 SD Cooper	£20255		
е	ONE CONVERTIBLE 2dr	open Lots	of style, I	out
	poor ride and refinement	***		
50	1.6	£16585	97 13	
50	COOPER CONVERTIBL	E 2dr open	Lots of s	tyle,
49	poor ride and refinement	***		
49	1.6	£18015	121 13	33 18
50	1.6 Highgate	£21175	121 13	33 20
50	1.6T S	£21215		39 30
50	1.6T S Highgate	£24245		
50	1.6T S John Cooper Works	£25460		
49	1.6D	£19095	110 10)5 19
50	1.6D Highgate	£22255)5 21
50	2.0D SD	£21925		18 23
50	2.0D SD Highgate	£24955	141 1	18 24

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
COUPE 2dr coupé Cynica				back
chassis still shines	***			
1.6 Cooper	£16985			
1.6T Cooper S	£20025			
1.6T John Cooper Works				
2.0D Cooper SD	£20775			
ROADSTER 2dr open Oc				es
compromised, never brilliant	***			10
1.6 Cooper	£18295			
1.6T Cooper S	£21180			
1.6T John Cooper Works				
2.0D Cooper SD	£21925			
PACEMAN 3dr coupé Tw				INI
too far for us. Tough to like	***			1/
1.6 Cooper	£19115			
1.6T Cooper S	£22485 £23720			
1.6T Cooper S ALL4				
1.6T John Cooper Works 1.6D Cooper D ALL4	£29575 £21645	110	100	14
1.6D Cooper D ALL4	£21645			
2.0D Cooper SD	£23235			
2.0D Cooper SD ALL4	£23235			
COUNTRYMAN 5dr 4x4				
than useful	big, but still			
1.6 One 2WD	£17105			12
1.6 Cooper 2WD	£18625			
1.6T Cooper S 2WD	£22005			
1.6T Cooper S ALL4 4WD	£23240			
1.6T JCW	£28985	215	165	33
1.6D One 2WD	£18135	89	111	13
1.6D Cooper 2WD	£19885	110	111	18
1.6D Cooper ALL4 4WD				
2.0D Cooper SD	£22755	141	119	20

MITSUBISHI				
15dr hatch Electric city trans	port. Fun. a	uirkv	but	
ludicrously expensive	***	* 1	7	
MiEV Keiko	£28554	63	0	27
MIRAGE 5dr hatch Straigh	tforward ha	tchba	ck. No	ot
for the likes of us	***	41	r	
1.0 70 MIVEC 1	£9054	70	96	15
1.2 79 MIVEC 2	£11054			
1.2 79 MIVEC 3	£12054	79	100	18
ASX 5dr hatch Engine sets a				
otherwise unexceptional	***	*1	7	
1.6 2 2WD	£15184			
1.6 3 2WD	£17435	115	137	13
1.8 DiD 3 2WD	£19435	114	136	19
1.8 DiD 4 4WD	£23434	114	136	19
2.2 DiD 4 4WD auto	£24884			
SHOGUN 5dr 4x4 Has its a				ssis
finesse, but still charming	★★☆	41	7	
3.2 Di-DC SG2	£29544	197	213	32
3.2 Di-DC SG3 auto	£34744	197	224	34
3.2 DI-DC SG4 auto	£31144	197	224	34
OUTLANDER 5dr 4x4 Pra				
although very ordinary inside				
2.0 PHEV GX3h	£33304		44	
2.0 PHEV GX4h	£37954			
2.0 PHEV GX4hs	£40054			
2.0 PHEV GX5h	£42954			
2.0 PHEV GX5hs	£45054			
	£23984			
2.2 DI-D GX3 4WD	£26784			
2.2 DI-D GX4 4WD	£30684 £34234	148	140	24
2.2 Di-D GX4s 4WD Au	£34234	148	153	22
MORGAN				

MORGAN	
3 WHEELER Odr open	Eccentric, uniquely English
and not a little special	****
1.9 115 Sport	£31140 115 215 -
1.9 115 Bespoke	£34000 115
1.9 115 Superdry	£34995 115
AERO SUPERSPORT	S 2dr open Has pace and
kerbside status, but pricey	****
4.8 V8	£126900 390 269 -
	peal, but not so rewarding to
drive	***
1.6	£31500 110
	ts appeal. Needs more chassis
finesse, but still charming	***
2.0 2 Seater	£35400 145 172 -
2.0 4 Seater	£40200 145 172 -
	More advanced, but pricey and
needs better brakes	***
3.7 V6 4 Seater	£51000 280
3.7 V6	£45900 280
PLUS EIGHT 2dr open	
requires oodles of cash	★★★☆☆
4.8 V8	£85200 367

red very satisfyingly into		
nder ★★★★★	NISSAN	
£13955 102 108 12		ing costs but below
£15505 134 105 18	average overall	****
£18840 189 133 26	I.Z VISIA	£10295 /9 115 6
£15075 114 89 11	1.2 Acenta	£11945 79 115 7
£16635 114 92 15	1.2 Tekna	£13345 79 115 7
£19655 168 106 23	1.2 DIG-S Visia	£12045 97 95 10
l door hardly adds charm.	1.2 DIG-S Acenta	
ieless ★★★☆☆	1.2 DIG-S Tekna	£14445 97 99 11
£14565 102 112 12		
£16105 134 109 18	ling package. High CO2 1.2 DIG-T Acenta	****
£19440 189 136 26	1.2 DIG-T Acenta	£15320 114 129 12
£15675 94 92 11	1.2 DIG-T Acenta Premium	£16720 114 129 12
£17235 114 95 15	1.2 DIG-T Tekna	£17770 114 129 12
£20255 168 109 23	1.6 VISIA	£13620 93 138 12
pen Lots of style, but	1.6 DIG-T 190 Acenta Premium	£18150 188 159 21
★★★☆☆		
£16585 97 133 14	1.6 DIG-T 200 Nismo	£21650 197 159 21
2dr open Lots of style,	1.6 DIG-1 190 Tekna 1.6 DIG-T 200 Nismo 1.5 dCi Visia 1.5 dCi Acenta	£15520 109 104 13
	1.5 dCi Acenta	£16715 109 104 13
£18015 121 133 18	1.5 dCi Acenta Premium	£18115 109 104 13
£21175 121 133 20	1.5 dCi Tekna	£19165 109 104 13
£21215 181 139 30		
£24245 181 139 32	the Note is entirely fit for purpo:	
£25460 208 157 36	1.2 Visia	£12130 78 109 6
£19095 110 105 19	1.2 Acenta	£13525 78 109 6
£22255 110 105 21	1.2 Acenta Premium	£14465 78 109 6
£21925 141 118 23	1.2 DIG-S Acenta	£14625 97 99 10
£24955 141 118 24		
	1.2 DIG-S Tekna	£16470 97 99 10
	1.5 dCi Visia	£14130 89 92 8



From £18,000 Still the saloon king. Practical, well priced, dynamically gifted and now very refined. Pretty, too. All hail. ★★★★☆



Volkswagen Passat From £19,000 Good enough to run the Mondeo close, but for all its quality and refinement, it doesn't appeal like the talented Ford. ★★★★



From £19,000 Mazda 6 A huge wheelbase and Skyactiv diesel engine make the 6 look like a steal. Shame interior quality hasn't caught up. **



Skoda Octavia From £16,000 A lengthened wheelbase helps the Octavia to go from also-ran to title contender. Price growth understandable. ***



Vauxhall Insignia From £17,000 The Insignia will finish its life cycle a fundamentally better car than when it started. Latest Whisper diesel the best. ★★★☆☆

Make and Model Price Bhp CO ₂ g/km Insurance group		Make and Model Price Bhp Co ₂ g/km Insurance group	Make and Model Price Bitp CO ₂ g/km Insurance group	Make and Model Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp CO ₂ g/km Insurance group
1.5 dCi Acenta £15525 89 92 8 1.5 dCi Acenta Premium £16465 89 92 9 1.5 dCi Tekna £17370 89 92 9	308 5dr hatch Thoughtfully developed and very well	CAYMAN 2dr coupé Roof seals the deal. A five-star car by any measure	1.2 TCe 115 GT Line S-S £20070 113 119 15	1.2 TSI 105 FR £14740 104 119 12	FABIA 5dr estate Straight-laced for a supermini, but as likeable an all-rounder as you'll find ★ ★ ★ ☆
LEAF 5dr hatch Comfortable electric car with 100	1.2 PureTech 82 Access £14995 81 117 9		1.6 110 Dyn'que TomTom £17750 109 159 15	1.4 TSI 140 ACT FR £16045 138 109 21	1.0 75 S £12460 74 109 4 1.0 75 SE £13965 74 109 3
		911 2dr coupé The best just got better. Still more than	1.5 dCi 110 Dyn' TomTom S-S £19245 109 90 17	1.2 TDI 75 S A-C £13855 74 102 7	1.0 75 SEL £14755 74 109 3 1.2 TSI 110 S DSG £14740 108 109 13 1.2 TSI 110 SE £15245 108 110 12
80 kw Visia £26490 107 0 23 80 kw Visia + £27590 107 0 23 80 kw Acenta £28590 107 0 23	1.2 PureTech 130 Active £18695 128 107 14		1.6 dCi 130 Dyn' TomTom S-S £19745 128 104 20		1.2 TSI 110 SE L £16035 108 110 12
PULSAR 5dr hatch Undeniably fit for purpose, but its appeal goes no deeper than that ***		3.8 Carrera S £84240 395 223 47 3.8 Carrera 4S £89325 395 233 48	MEGANE SPORT TOURER 5dr estate Stylish	1.6 TDI 105 FR £16460 104 112 14	1.2 TSI 90 SEL £15385 89 107 8 1.4 TDI 105 SE L £17985 104 97 12
1.2 DIG-T 115 Visia £15995 114 117 10 1.2 DIG-T 115 Acenta £17645 114 117 10	1.6 HDi 92 Access £16945 91 93 15	3.8 Turbo £121523 514 227 48	1.2 TCe 115 Expr.+ S-S £18570 113 119 14		1.4 TDI 90 S £15090 89 94 10 1.4 TDI 90 SE £16595 89 94 10
1.2 DIG-T 115 n-tec £18995 114 117 10 1.2 DIG-T 115 Tekna £20345 114 117 10	1.6 Blue HDi 120 Allure £21045 118 84 24	911 CABRIOLET 2dr open The best just got better.			1.4 TDI 90 SE L £17385 89 94 11 RAPID 5dr hatch Slender five-door hatch makes most
1.5 dCi 110 Visia £17595 109 94 11 1.5 dCi 110 Acenta £19245 109 94 11	1.6 HDi 115 Allure £20645 113 100 18			1.2 TSI 105 SE DSG £15435 103 124 12	sense under a Skoda badge ★★★☆ 1.6 TDI 105 E £17145 103 114 16
1.5 dCi 110 n-tec £20595 109 94 11 1.5 dCi 110 Tekna £21945 109 94 11	2.0 Blue HDi 150 Allure £21945 148 97 25	3.4 Carrera 4 £87720 345 223 49	1.5 dCi 110 Dyn'que TomTom S-S £20245 109 90 17	1.4 TSI 140 ACT FR £16745 138 109 21	1.6 TDI 90 Eleg. £17715 103 114 13 1.6 TDI 90 GreenLine £17975 103 99 13
QASHQAI 5dr hatch Second generation a masterly update of the first. The crossover to beat ★★★★ 1.6 dCi 130 Tekna 4WD £28500 128 115 19	2.0 Blue HDi 180 GT £25945 178 103 29	3.4 Targa 4 £87720 345 223 49 3.8 Carrera 4S £97985 395 235 50 3.8 Targa 4S £97985 395 237 50		1.2 TDI 75 S A-C Ecomotive £15080 74 92 7	1.6 TDI 90 GreenTech Eleg. £17965 103 104 13 1.6 TDI 90 GreenTech SE £17215 103 104 13 1.6 TDI 90 S £16015 103 114 13
1.2 DIG-T 115 Visia £18265 113 129 17 1.2 DIG-T 115 Acenta £19850 113 129 14	well appointed but still no class leader ★★★☆	3.8 Turbo £130148 513 231 50 3.8 Turbo £151782 552 231 50	MEGANE 3dr coupé Stylish but average in normal	1.6 TDI 105 SE £16160 104 112 14 1.6 TDI 105 FR £17160 104 112 14	1.6 TDI 90 SE £16965 103 114 13
1.2 DIG-T 115 N-tec £21700 113 129 14 1.2 DIG-T 115 N-tec + £22250 113 129 14	1.2 PureTech 110 Active £18845 108 109 13	918 SPYDER 2dr open Porsche's hybrid hypercar. A rare and hugely fast new five-star model ★ ★ ★ ★	1.2 TCe 130 GT Line TomTom EDC £22245 113 119 15		1.2 TSI 86 S £14140 84 119 10 1.2 TSI 86 SE £15090 84 119 10
1.6 DIG-T 163 N-tec £23200 161 138 14		MACAN 5dr 4x4 Spookily good handling. A sports	1.6 VVT 110 Dyn'que TomTom £18250 109 159 15	1.2 TSI 85 S £14265 84 119 10 1.2 TSI 105 S £15295 104 116 13	1.2 TSI 86 GreenTech SE £15340 84 114 10
1.6 DIG-T 163 N-tec + £23750 161 138 14 1.6 DIG-T 163 Tekna £25300 161 138 14	1.6 BlueHDi 120 Allure £21945 118 88 21	utility vehicle in the purest sense ★★★★ 2.0 £41928 234 175 -	2.0T Renaultsport 275 Trophy £28930 271 174 36	1.2 TSI 105 SE £16515 104 118 14 1.4 TSI 122 SE DSG £17965 120 134 17	1.2 TSI 105 Eleg. £16540 104 125 13
1.5 dCi 110 Visia £20015 109 99 17 1.5 dCi 110 Acenta £21600 109 99 17 1.5 dCi 110 N-tec £23450 109 99 14	1.6 HDi 115 Allure £21545 113 100 18	3.6 V6 Turbo £61689 395 216 44	1.5 dCi 110 GT Line TomTom S-S £22445 109 90 18	1.6 TDI 105 CR S Ecomotive £17150 104 104 15 1.6 TDI 105 CR SE Ecomotive £18370 104 106 15 LEON 3dr hatch	1.2 TSI 105 GreenTech SE £16040 104 118 13 1.2 TSI 105 GreenTech Eleg. £16790 104 118 13 1.2 TSI 105 Sport £15840 104 125 15
1.5 dCi 110 N-tec + £24000 109 99 14 1.5 dCi 110 Tekna £25550 109 99 15	1.6 HDi 92 Active £19545 91 99 15	PANAMERA 5dr hatch Technically brilliant and with a great cabin. Soulless ★★★☆	1.6 dCi 130 GT Line TomTom S-S £22945 129 104 20		1.4 TSI 122 SE DSG £17585 120 134 16
	1.6 HDi 115 GT Line £23095 113 100 18	3.0 V6 S £83134 414 207 46		1.2 TSI 110 SE £16935 108 114 13	1.4 TSI 122 GreenTech SE DSG £17705 120 127 18 1.4 TSI 122 GreenTech Eleg. £18455 120 127 18
easy win if you require seven seats ★★★☆ 1.6 dCi Visia 2WD £23195 128 129 19	2.0 BlueHDi 150 GT Line £24395 148 105 26	3.0 V6 S E-hybrid £84456 410 71 50 3.6 V6 PDK £64458 306 199 46	1.2 TCe 130 GT Line TomTom £25300 118 169 19 1.5 dCi 110 Dyn'que TomTom £24545 109 124 17	1.4 TSI 150 FR £19700 148 109 20 1.8 TSI 180 FR £20740 178 137 25	1.6 TDI 105 S £16590 103 114 16
1.6 dCi Acenta 2WD £24995 128 129 19 1.6 dCi Acenta 4WD £26695 128 139 20	163 HDi the best ★★★☆☆	4.8 V8 GTS PDK £94316 424 239 50	1.6 dCi 130 Dyn'que TomTom £25045 109 124 17 1.6 dCi 130 GT Line TomTom £26545 109 124 17	2.0 TSI 280 Cupra £27210 276 154 33	1.6 TDI 105 GreenTech SE £17790 103 106 15
	1.6 e-HDi 115 Active Nav £22195 113 109 24		equipped ★★★☆☆	1.6 TDI CR 105 SE £18635 104 99 13	1.6 TDI 105 GreenTech Eleg. £18540 103 106 15 RAPID SPACEBACK 5dr estate Estate shape
	1.6 e-HDi 115 Allure Nav £24295 113 111 25 2.0 HDi 140 Active Nav £22595 140 115 27 2.0 HDi 140 Allure Nav £24695 140 119 28	3.00 V6 £65639 247 169 46 CAYENNE 5dr 4x4 Classy interior and mostly good fun. Hybrid not entertaining		2.0 TDI CR 150 FR £21530 148 106 20	makes most sense of Rapid's skinny body ★ ★ ★ ☆ 1.2 TSI 105 Eleg. £16640 104 125 14 1.2 TSI 105 Greentech Eleg. £16890 104 118 14
Spacious but unrefined ★★★☆☆	2.0 BlueHDi 150 Allure Nav £25795 148 101 30 2.0 HDi 163 Allure Nav auto £26595 161 140 30	3.0 V6 S E-Hybrid £62154 410 79 49	1.6 VVT 110 Dyn'que TomTom £19365 109 174 19	LEON 5dr hatch Sharp looks and handling. Inevitably	1.2 TSI 105 Greentech SE £16430 104 118 15 1.2 TSI 105 SE £16180 104 125 14
2.5 dCi 190 Tekna £36280 188 224 31 370Z 2dr coupé Great engine and poised handling.		3.6 V6 S £61770 414 229 48	1.2 TCe 115 Dyn. TomTom S-S £20555 113 135 18 1.2 TCe 115 Dyn TomTom XMOD £20455 113 140 18	1.6 TDI 110 SE Ecomotive £19925 108 87 14	1.2 TSI 86 Greentech S £14750 84 114 12
Lots of road noise ★★★☆ 3.7 V6 Nismo £37585 345 248 46	looking	4.8 V8 Turbo £94729 513 267 50 3.0 V6 Diesel £50846 258 179 45	1.5 dCi 110 Dyn. TomTom S-S £21395 109 105 19 1.5 dCi 110 Expr.+ XMOD £19945 109 128 19	1.2 TSI 110 SE £17235 108 114 13	1.2 TSI 86 S £14500 84 119 11 1.2 TSI 86 SE £15480 84 119 12
3.7 V6 GT £32525 323 248 46	1.6 e-HDi 115 Allure Nav £25695 113 112 25 2.0 BlueHDi 150 Allure Nav £27195 148 102 30	4.2 V8 S Diesel £62794 380 209 50 PROTON	1.5 dCi 110 Dyn TomTom XMOD £21395 109 105 19 1.6 dCi 130 Dyn. TomTom S-S £22495 128 114 23	1.8 TSI 180 FR £21040 178 137 25	1.4 TSI 122 Eleg. DSG £18445 120 134 18 1.4 TSI 122 Greentech SE DSG £18105 120 127 18
GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value ★★★☆	2.0 HDi 140 Active Nav £23795 140 120 27 2.0 HDi 140 Allure Nav £26095 140 125 28	SAVVY 5dr hatch Compromise in quality isn't worth		2.0 TSI 280 Cupra £27510 276 154 33	
3.8 V6 2014 MY £78030 523 275 50 3.8 V6 Nismo £125000 523 275 50	2.0 HDi 163 Allure Nav auto £27995 161 144 30 2.2 HDi 200 GT £32045 201 144 37 2008 5dr hatch Efficient and well-mannered but	the saving ★★☆☆ 1.2 Style £7995 75 134 8 SATRIA NEO 3dr hatch Best Proton ever, but still	seats. Nice cabin and ride ★★★☆ 1.2 TCe 130 Dyn. TomTom S-S £22125 113 140 19 1.2 TCe 115 Dyn. TomTom S-S £21775 113 140 19	1.6 TDI CR 105 SE £18935 104 99 13	1.6 TDI 105 Greentech Eleg. £18640 103 106 16
M600 2dr coupé A new era for the Brit maker.	short on space and style ★★★☆☆	unjustifiable ★★☆☆☆	1.6 VVT 110 Dyn'que TomTom £20590 109 178 19	2.0 TDI CR 150 FR £21830 148 106 20	
Outrageous pace and handling ★★★★ 4.4 V8 £200000 650	1.2 VTi 82 Active £14295 81 114 11 1.2 VTi 82 Allure £15595 81 114 11	GEN-2 4dr saloon Hugely disappointing despite price			1.6 TDI 90 GreenLine £17355 89 99 14 1.6 TDI 90 GreenTech Eleg. £17990 89 106 14
PEUGEOT ION 5dr hatch Good electric powertrain, comically	1.6 VTi 120 Allure £16750 118 135 20 1.6 VTi 120 Feline Calima £18150 118 135 19 1.6 VTi 120 Feline Mistral S-S £18450 118 135 19	★☆☆☆☆ 1.6 Persona ecoLogic £11195 110 157 16 GEN-2 5dr hatch Hugely disappointing despite price	GHOST 4dr saloon The best driver's car in the stable.	1.2 TSI 105 SE £17795 104 114 13 1.4 TSI 140 FR £20390 138 122 18 1.4 TSI 140 SE £18845 138 122 17	1.6 TDI 90 S £16300 89 114 13
expensive 大文会会 63 £26216 63 0 28	1.4 HDi 70 Access + £14495 67 104 10	★ ☆☆☆☆	6.6 V12 £200500 563 317 -	1.6 TDI 110 SE Ecomotive £20920 108 87 14	
	1.6 e-HDi 92 Active S-S £16245 91 103 17 1.6 e-HDi 92 Active EGC S-S £16845 91 98 17	1.6 GSX ecoLogic £11195 110 170 16	PHANTOM 4dr saloon Opulence befitting the price		Octavia an even more practical choice ★★★☆☆
second to most city car rivals ★★★☆☆ 1.0 Access £8345 68 95 6	1.6 e-HDi 92 Allure S-S £17745 91 103 18 1.6 e-HDi 92 Feline Calima £19145 91 103 17		6.8 V12 £285200 453 347 - 6.8 V12 EWB £336700 453 380 -	2.0 TDI CR 150 FR £22825 148 106 20 2.0 TDI CR 150 SE £21280 148 106 19	1.2 TSI 105 S £16525 104 114 13 1.2 TSI 105 SE £17875 104 114 13
1.0 Active Top £10595 68 95 7	1.6 e-HDi 92 Feline Mistral £19445 91 103 17 1.6 e-HDi 115 Allure S-S £18345 113 105 20	on the way home ★★★★☆ SL £69850 245	tag. Benchmark ride quality ★★★☆	2.0 TDI CR 184 FR £23815 181 112 26 2.0 TDI 150 SE X-Perience £24385 148 129 19	1.4 TSI 140 Eleg. £20775 138 121 19
1.0 Active S-S Top £10845 68 88 7	1.6 e-HDi 115 Feline Calima SS £19745 113 105 20 1.6 e-HDi 115 Feline Mistral S £20045 113 105 20 3008 5dr mpv Good handling and flexible cabin. Split	RENAULT TWIZY 2dr hatch Zany solution to personal mobility.		2.0 TDI 150 SE Tech X-Perience £26370 148 129 20 2.0 TDI 184 SE Tech X-Perience £28870 181 129 23 ALTEA 5dr hatch Short on interior flexibility and	
1.2 VTi Allure Top £12095 81 99 11 1.2 VTi Feline £11945 81 99 11	tailgate a useful touch ★★★☆	Suitably irreverent and impractical ★★★☆☆	6.8 V12 Drophead £332400 453 377 -		1.6 TDI 105 SE £19925 104 99 13
108 5dr hatch Sister car to the Aygo. And distant second to most city car rivals ★★★☆☆	1.6 VTi 120 Access £17550 118 155 17		behind the wheel - the best Roller ★★★★	2.0 TDI 140 i-Tech £16245 138 129 19 XL 1.6 TDI 105 i-Tech Ecomotiv £16165 103 119 13	1.6 TDI 110 Greenline £20225 108 90 15
1.0 Active Top £10995 68 95 7	1.6 THP 156 Allure £22050 154 154 23	solution. Attractive price ★★★☆ Expr. £18443 87 0 15	SEAT		2.0 TDI 150 SE Business £20535 148 106 20
1.0 Active S-S £10245 68 88 6 1.0 Active S-S Top £11245 68 88 7	1.6 HDi 115 Active £20795 113 125 18	Dyn'que Intens £20043 87 0 16	Up. Cheaper, though ★★★☆☆	2.0 TDI 140 Ecomotive S £25630 138 146 18	2.0 TDI 150 Eleg. £22525 148 106 20 2.0 TDI 150 Laurin & Klement £26465 148 107 22
	1.6 e-HDI 115 Access EGC £20195 113 110 18	TWINGO 5dr hatch Rear-engined city car is cleverly packaged - but not the class leader ★★★☆ 0.9 TCe 90 Dyn'que Energy £11695 89 99 8	1.0 60 S AC £8705 59 105 1	2.0 TDI 140 Ecomotive SE £27510 138 146 18 2.0 TDI 140 Ecomotive I-TECH £28630 138 146 18 2.0 TDI 140 Eco' SE Lux £30900 138 146 18	2.0 TDI 184 vRS £24075 181 115 26 OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice ★★★☆
208 3dr hatch Big improvement for Peugeot, if not the supermini class ★★★☆	1.6 e-HDI 115 Allure EGC £23595 113 112 17 2.0 HDI FAP 150 Active £21900 148 139 24	1.0 SCe 70 Expr. £9495 69 105 2	1.0 60 Toca £9995 59 105 1	2.0 TDI 177 SE £28750 138 158 22 2.0 TDI 177 SE Lux £32420 138 158 22	1.6 TDI 105 Eleg. 4x4 £23880 104 119 14
1.0 VTi Access £10195 67 99 5	2.0 HDi FAP 150 Allure £23850 148 139 22	1.0 SCe 70 Dyn'que S-S £10995 69 95 3 CAPTUR 5dr hatch On message compact crossover.	1.0 75 SE auto £10760 74 105 2 1.0 75 Sport £10380 74 108 2	SKODA	1.6 TDI 105 SE Business £20580 104 99 13 1.6 TDI 110 GreenLine £21425 108 90 15
1.2 VTi Access + £11945 81 104 8	5008 5dr mpv Well resolved ride and handling with a		Up. Cheaper, though ★★★☆☆	format ★★★☆☆	1.6 TDI 110 SE Business G'line £21425 108 90 19 2.0 TDI 150 Eleg. 4x4 £24780 148 124 20
1.2 VTi Active £12895 81 104 8 1.2 VTi Allure £14295 81 104 8	1.6 VTi 120 Access £19350 118 159 13	0.9 TCe 90 Dyn'que Media Nav £15395 89 115 9 0.9 TCe 90 Dyn'que S Media N £16795 89 115 10	1.0 60 S AC £9055 59 105 1	1.0 60 SE £9135 59 105 1	2.0 TDI 150 SE 4x4 £23185 148 120 19 2.0 TDI 150 SE Business £21735 148 106 19
1.2 VTi Style £13645 81 104 11 1.6 THP 156 XY £18150 154 135 26 1.6 THP 200 GTi £19100 197 139 30	1.6 THP 156 Allure £21700 118 159 15 1.6 FHD 115 Access EGC £21895 113 113 16	1.2 TCe 120 Dyn'que Media N £17695 118 125 14 1.2 TCe 120 Dyn'que S MediaN £19195 118 125 15 1.5 dCi 90 Expr.+ £15995 89 95 11	1.0 60 Toca £10345 59 105 1	1.0 60 Monte Carlo £10670 59 105 2 1.0 60 Greentech SE £9495 59 5 1 1.0 60 Greentech Eleg. £10010 59 95 1	1.2 TSI 105 SE £18680 104 117 13
1.4 HDi Access+ £13245 67 98 11	1.6 e-HDi 115 Active EGC £23495 113 123 17	1.5 dCi 90 Dyn'que Media Nav £16995 89 95 12 1.5 dCi 90 Dyn'que S Media N £18495 89 95 12	1.0 75 SE auto £11110 74 105 2	1.0 75 Greentech Eleg. £10400 74 98 2	
1.4 HDi Style £14945 67 98 10 1.6 e-HDi 92 Style £15595 91 95 17	1.6 HDi 115 Access £21045 113 124 16 1.6 HDi 115 Active £22745 113 128 17	CLIO 5dr hatch Attractive, nice to drive and practical. Only the Fiesta does it better ★★★☆	IBIZA 3dr hatch Sharp looks and handling. Cupra needs a manual ★★★☆	format ★★★☆ 1.0 60 \$ £8625 59 105 1	2.0 TSI 220 vRS £25030 217 142 29 1.6 TDI 105 S £19380 104 99 13
1.6 e-HDi 92 Allure £16245 91 95 17 1.6 e-HDi 92 XY £17895 91 95 16	1.6 HDi 115 Allure £24550 113 135 16 2.0 HDi 150 Active £23750 148 138 20	1.2 TCe 120 GT-Line EDC £17725 118 120 14 1.6 Renaultsport 200 Lux £20295 197 144 29	1.2 12v 70 S A-C £11410 69 125 5 1.4 85 SE £12545 84 139 9	1.0 60 SE £9485 59 105 1 1.0 60 Monte Carlo £11020 59 105 2	1.6 TDI 105 SE £20730 104 99 13 1.6 TDI 105 Eleg. £22430 104 99 14
208 5dr hatch Big improvement for Peugeot, if not the		1.2 75 Expr. + £12675 75 127 8	1.2 TSI 105 SE DSG £14185 104 124 12	1.0 60 Greentech Eleg. £10360 59 95 1	2.0 TDI 150 Scout 4x4 £25405 148 125 -
	RCZ 2dr coupé Classy, interesting, fun coupe.	0.9 TCe 90 Expr. + £13675 89 104 9		FABIA 5dr hatch Straight-laced for a supermini, but	2.0 TDI 150 Laurin & Klement £27665 148 107 22
1.0 VTi Access + £12045 67 99 6 1.0 VTi Active £12995 67 99 6 1.2 VTi Active £13495 81 104 8	Peugeot's got its mojo back 1.6 THP 156 Sport 1.6 THP 156 GT 1.7 THP 156 GT 1.7 THP 156 GT 1.8 THP 156 GT		1.4 TSI 140 ACT FR Edition £16110 138 109 22 1.4 TSI 180 Cupra DSG £18980 178 139 27	1.0 60 S £10600 59 106 2	
1.2 VTi Access + £12545 81 104 8 1.2 VTi Alure £14695 81 104 8	1.6 THP 200 GT £27150 197 155 34	0.9 TCe 90 Dyn'que S Media Nav £15675 89 105 10		1.0 75 SE £12820 74 108 3	SUPERB 5dr hatch Enormous and brilliant. A cut- price E-class for the masses ★★★☆
1.2 VTi Style £14245 81 104 11 1.6 VTi Allure auto £16850 118 149 14	2.0 HDi 163 Sport £24200 161 130 29	1.5 dCi 90 Expr. + £14975 89 90 13 1.5 dCi 90 Eco Expr. + £15225 89 83 13	1.2 TDI 75 SE Ecomotive £14360 74 92 7 1.6 TDI 105 SE £14910 104 112 14	1.2 TSI 90 SE £13450 89 107 8 1.2 TSI 90 SE L £14240 89 107 8	1.6 TDI 105 SE Business GreenL £20625 103 109 17 2.0 TDI 140 Eleq. £24840 138 119 23
1.6 VTi Feline £17245 118 129 14 1.4 HDi Access+ £13845 67 98 11	PORSCHE	1.5 dCi 90 Dyn'que Media Nav £15975 89 90 13 1.5 dCi 90 Eco Dyn'q Media Nav £16225 89 83 13	1.6 TDI 105 FR £15910 104 112 14 2.0 TDI 143 FR £17085 141 123 22	1.2 TSI 110 S DSG £13740 108 109 13 1.2 TSI 110 SE £14100 108 110 12	2.0 TDI 140 SE Business £21090 138 119 22 2.0 TDI 170 Eleg. 4x4 £28670 168 147 25
1.4 HDi Active £14795 67 98 11 1.4 HDi Style £15545 67 98 10	enhanced. Scarily brilliant ★★★★	MEGANE 5dr hatch Stylish and refined but bland.	needs a manual ★★★☆☆	1.4 TDI 90 S £14090 89 93 12	
1.4 e-HDi Active EGC £15495 67 87 11 1.6 e-HDi 92 Style £16195 91 95 17 1.6 e-HDi 92 Allure £16645 91 95 17	3.4 S £48553 311 211 43	1.2 TCe 130 GT Line TomTom EDC £21470 113 119 15		1.4 TDI 90 SE L £16240 89 93 11	1.8 TSI 160 SE £21730 158 158 25
7.0 ALITOCAD CO. IIV. 22. II			25 1000 2137 11		

Make and Model	Price		CO ₂ g/Km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km
6 V6 FSI Eleg. 4WD	£30660	256 2		2.0D EX		1.8 VVT-i Excel Hybrid 1.4 D-4D Active		1.4 100 Glam 1.4 100 Glam S-S	£13850 £14145	99	129
6 TDI 105 S Greenline 6 TDI 105 SE Greenline	£20200	03 1	109 17 109 17	SUBARU FORESTER 5dr 4x4 Solid	, spacious and willfully	1.4 D-4D Icon 1.4 D-4D Icon plus	£18995 89 103 10	1.4 100 Slam 1.4 100 Slam S-S	£14350 £14645	99	129
6 TDI 105 Eleg. Greenline 6 TDI 105 S	£23990		109 17 117 17	unsexy 2.0i XE	★★★☆☆ £25495 147 160 23	1.4 D-4D Excel AURIS TOURING 5dr esta	£21495 89 107 10	1.4T 150 Grand Slam CORSA 3dr hatch Very refin	£16995	148	B 139 1 practical
0 TDI 140 S 0 TDI 140 SE	£22130	38 1	119 22 119 23	2.0i XE Premium 2.0i XT Turbo CVT	£27495 147 160 23 £30995 237 197 34	nothing exceptional. Good spec 1.33 VVT-i Active	£16045 99 130 7	Engines not so good 1.0i 90 S-S Design	★★★ £12910	89	102
O TDI 140 Laurin and Klement	£26960	38 1	137 22 119 24	2.0d XC	£24995 145 150 24 £26995 145 156 25	1.33 VVT-i Icon 1.4 D-4D Active	£17395 89 109 10	1.0i 90 S-S SRi 1.0i 90 S-S SE	£13605 £14250	89	102
0 TDI 140 Laurin Klement 4WD 0 TDI 170 SE	£23060	68 1	137 23 120 25	XV 5dr 4x4 No nonsense cr		1.4 D-4D Excel 1.4 D-4D Icon	£20095 89 109 10	1.0i 115 S-S Sting 1.0i 115 S-S Sting R	£10825 £11175	113	3 - 1
O TDI 170 Laurin and Klement	£27890	68 1	120 26 120 26	enough sense 2.0i SE	★★★☆☆ £21995 148 160 21	1.6 V-matic Icon 1.8 VVT-i Icon Hybrid	£19095 130 140 14 £21745 134 85 12	1.0i 115 S-S SRi VX-Line 1.2i 70 Life	£14640 £11080	69	126
UPERB 5dr estate Enormo t-price E-class for the masses	***	r☆		2.0i SE Premium 2.0D SE		1.8 VVT-i Excel Hybrid	£23990 134 92 12		£9175 £11080		126
TDI 105 S		03 1	119 17	OUTBACK ESTATE 5dr 4		PRIUS 5dr hatch Clever an not just as a hybrid	★★★★☆	1.2i 70 SRi VX-Line	£11775 £12810	69	126
TDI 105 S Greenline TDI 105 SE Business GreenL	£21905	03 1	113 17 113 17	2.5i SE Lineartronic	★★☆☆ £28495 163 161 19	1.8 VVT-i T3 1.8 VVT-i T4	£23745 134 92 15	1.2i 70 SE 1.4i 90 Life	£12420 £11425	89	121
TDI 105 SE Greenline TSI 160 Eleg. DSG	£27030	58 1	113 17 164 26	2.0D SE	£27995 148 145 22	1.8 VVT-i T Spirit 1.8 VVT-i Plug-In	£25295 134 92 15 £33395 134 49 16	1.4i 90 Design	£9520 £11425		121
	£26120	38 1	160 25 119 23	WRX STI 4dr saloon Appe		PRIUS+5dr mpv Expensiv ★★★☆☆		1.4i 90 Easytronic Design 1.4i 90 SRi	£12080 £12120	89	121
TDI 140 Laurin and Klement	£28890	38 1	139 22 119 24	2.5 STI	★★★☆ £28995 296 242 40	1.8 VVT-i Icon 1.8 VVT-i Excel	£29245 178 101 15	1.4i 90 SRi VX-Line 1.4i 90 SE	£13155 £12765	89	121
O TDI 140 Laurin Klement 4x4 O TDI 140 Outdoor 4x4	£27000	38 1	139 23 139 23	good in Subaru blue. Cheaper,	too * * * * *	1.8 VVT-i Excel Plus RAV 4 5dr 4x4 A solid option	n, but ultimately outgunned		£12775 £13810	99	119 1
TDI 140 S	£21615	38 1	139 23 119 22		£22495 197 181 30 £23995 197 181 31	by Korean competition 2.0 V-matic CVT Icon 4WD		1.4i 100 Turbo SE 1.3 CDTi 75 S-S Life	£13420 £13330	74	99
TDI 140 SE Business	£22370	38 1	119 23 119 22		december dates and a	2.0 D-4D Active 2WD 2.0 D-4D Icon 2WD	£25295 124 127 26	1.3 CDTi 75 S-S Design 1.3 CDTi 75 S-S SRi	£13330 £14025	74	99
) TDI 170 Eleg.) TDI 170 Eleg. 4x4	£29950	68 1	122 26 149 25	CELERIO 5dr hatch Room bargain price	****	2.0 D-4D Icon 4WD 2.0 D-4D Invincible 2WD	£26300 124 137 26 £27245 124 127 27	1.3 CDTi 75 S-S SRi VX-Line 1.3 CDTi 75 S-S SE	£15060 £14670	74	99
D TDI 170 Laurin and Klement D TDI 170 Laurin&Klement 4x4 D TDI 170 Outdoor 4x4	£32720	68 1	122 26 149 25	1.0 Dualjet SZ3	£9799 68 99 - £8499 68 84 - £6999 68 99 -		£28250 124 137 26 £27100 148 149 29 £29050 148 149 29	1.3 CDTi 95 S-S SRi 1.3 CDTi 95 S-S SRi VX-Line	£14525 £15560	94	85
TDI 170 Outdoor Plus 4x4	£30240	68 1	149 25 149 25	1.0 SZ3	£7999 68 99 -	AVENSIS 4dr saloon Noth	ing wrong, but nothing	1.3 CDTi 95 S-S SE CORSA 5dr hatch Very refin		and p	practical
) TDI 170 SE) TDI 170 SE 4x4	£27240	68 1	122 25 149 24	SWIFT 3dr hatch Cute loo		exceptional. Good spec 1.8 V-matic Active 1.8 V-matic Icon		Engines not so good 1.0i 90 S-S Design	£13510	89	102
6 V6 FSI Eleg. 4WD 6 V6 FSI Laurin and Klement	£34710 2	56 2	217 34 217 34		£8999 93 116 11 £10599 93 116 11	1.8 V-matic Icon+ 2.0 D-4D Active	£23250 145 152 18	1.0i 90 S-S SRi 1.0i 90 S-S SE 1.0i 115 S-S Sting	£14205 £14850	89	102
TDI 105 Eleg. Greenline DOMSTER 5dr mpv Quirky		ted p			£11699 93 116 11 £13999 134 147 19	2.0 D-4D Icon	£21295 124 119 22	1.0i 115 S-S Sting 1.0i 115 S-S SRi VX-Line	£11425 £15240	113	3 - 1
kward image ! S ! SE	£12105	69 1	143 5			2.0 D-4D Excel 2.2 D-4D 150 Icon	£24245 124 119 23 £24495 124 119 23 £23450 148 143 25	1.2i 70 Life 1.2i 70 Sting	£11680 £9775	69	126
TSI 85 S	£12750	84 1	143 6 134 9	1.2 SZ3 4x4 1.2 SZ4 4x4	£12099 93 116 11	2.2 D-4D 150 Icon+	£25250 148 143 25	1.2i 70 Design 1.2i 70 SRi	£12745 £12375	69	126
TSI 85 SE TSI 85 Scout	£14685	84 1	134 9	1.2 SZ2	£13699 93 116 11 £9499 93 116 11 £11099 93 116 11	2.2 D-CAT 150 Icon	£25500 148 145 26 £23400 148 165 25	1.2i 70 SRi VX-Line 1.2i 70 SE	£13410 £13020	69	126
TSI 105 SE	£14800	04 1	134 12		£12199 93 116 11	2.2 D-CAT 150 Excel		1.4i 90 Life 1.4i 90 Sting	£12025 £10120	89	121
TDI 75 Greenline II	£16325	74 1	134 12 109 9	SX4 S-CROSS 5dr hatch	Not class-leading, but a	nothing exceptional. Good spec	★★★☆☆	1.4i 90 Design 1.4i 90 Easytronic Design	£12025 £12680	89	119
TDI CR 90 Scout	£15965	89 1	124 11	very worthy crossover also-ra 1.6 SZ3 1.6 SZ-T	£13999 118 127 13	1.8 V-matic Active 1.8 V-matic Icon 1.8 V-matic Icon+	£18750 145 153 17 £21350 145 153 18 £24300 145 153 18	1.4i 90 SRi VX-Line	£12720 £13755 £13365	89	121
	£16190	04 1	124 13	1.6 SZ5	£20249 118 127 14	2.0 D-4D Active	£19745 124 120 22	1.4i 100 Turbo SRi 1.4i 100 Turbo SRi VX-Line	£13375	99	
engines	***	tά		1.6 SZ5 Allgrip 1.6 DDis SZ3	£16999 118 110 20	2.0 D-4D Icon 2.0 D-4D Icon+	£25295 124 120 23	1.4i 100 Turbo SE	£14410 £14020	99	119 1
TDI 105 Outdoor SE B'nes G TDI 110 Outdoor SE 4WD	£21405	09 1	154 14	1.6 DDIS SZ-T	£19499 118 110 20	2.0 D-4D Excel 2.2 D-4D 150 Icon	£24500 148 147 25	1.3 CDTi 75 S-S Life 1.3 CDTi 75 S-S Design	£13930 £13930	74	99
TDI 140 Outdoor SE Bness 4 TSI 105 S TSI 105 Outdoor S	£16915	03 1	142 13	1.6 DDIS SZ5 1.6 DDIS SZ5 1.6 DDIS SZ5 Allgrip	£21749 118 110 19	2.2 D-4D 150 Icon+ 2.2 D-4D 150 Excel 2.2 D-CAT 150 Icon		1.3 CDTi 75 S-S SRi 1.3 CDTi 75 S-S SRi VX-Line	£14625 £15660 £15270	74	99
TSI 105 SE TSI 105 Outdoor SE	£18425	03 1	142 13	VITARA 5dr 4x4 Utterly w Drives better than most		2.2 D-CAT 150 Icon+ 2.2 D-CAT 150 Excel	£27405 148 170 25		£15125 £16160	94	85
		03 1	142 14	1.6 SZ5 AllGrip	£19799 118 123 - £13999 118 123 -	VERSO 5dr mpv Ride is firr	n and boot space limited ★★★☆☆	1.3 CDTi 95 S-S SE ASTRA 5dr hatch Good hand	£15770	94	85
	£25940 £18405	58 1	184 22	1.6 SZ-T	£15499 118 123 - £17999 118 123 -	1.6 V-matic Active 5st	£17770 130 157 13	over-geared. Focus is better 1.3 CDTi 95 ecoFLEX Design	£16835	t k i	☆
TDI 105 Outdoor S GreenLin TDI 105 SE GreenLine II	£18405	03 1	119 14		£16999 118 106 - £19499 118 106 -	1.6 V-matic Icon 7st	£20300 130 157 14 £21800 145 153 15	1.4i VVT 100 Design	£15445 £17920	99	129
TDI 105 Outdoor SE GreenLi	£19915	03 1	119 14 119 14	1.6 DDiS SZ5 AllGrip	£21299 118 106 -		£24300 145 150 15		£16770	99	129
TDI 105 Outdoor Eleg.	£21675	03 1	119 14	TESLA MODEL S 5dr hatch Bring	ns luvury range and	1.6 D-4D Icon LAND CRUISER V8 5dr 4	£21995 122 119 14	1.6 CDTi 110 ecoFLEX Elite S-S 1.6 CDTi 110 ecoFLEX SRi S-S	£23175 £21740	108	B 97
TDI 110 Outdoor S	£18255 £19895	09 1	134 14	critically, credibility to electric		likeable. Pricey to buy and run	***	1.6 CDTi 110 e'FLEX Tec Ln S-S 1.6 CDTi 136 ecoFLEX Elite S-S	£18910	108	8 97
D TDI 110 SE	£19765 £19765	09 1	134 14	85kWh	£58680 416 £62780 416			1.6 CDTi 136 ecoFLEX SRi S-S 1.6 CDTi 136 e'FLEX Design S-S	£22335	134	4 104
) TDI 110 Eleg.) TDI 110 Outdoor Elea.	£21590 £21590	09 1	134 14 134 14	85kWh Performance	£79080 416	3.0 D-4D 188 LC3 LAND CRUISER 5dr 4x4	£32765 185 214 31	1.6 CDTi 136 e'FLEX Tec Ln S-S 1.6CDTi 110e'FLEX Tec LnGT S-S	£19505	134	4 104
TDI 140 Outdoor SE 4WD	£22230	38 1	152 18	TOYOTA AYGO 3dr hatch Probably	the best of its ilk, but we'd	vehicle. Spongey on road 3.0 D-4D 190 LC3	★★★☆☆ £37015 187 213 31	1.6CDTi 136e'FLEX Tec LnGT S-S		134	4 104
D TDI 140 Outdoor L&K 4WD D TDI 170 Outdoor Eleg. 4WD	£27495	38 1	164 19	still pay the premium for a VW	Up ★★★☆ £8695 68 95 6	3.0 D-4D 190 LC4 3.0 D-4D 190 LC5	£47465 187 213 34 £52915 187 213 38	1.6i VVT 115 Excite 1.6i VVT 115 Tech Line GT	£18635 £17610	114	4 147 1
D TDI 170 Outdoor L&K 4WD					£9895 68 95 7 £11095 68 95 7	GT86 2dr coupé A tail-out things. Splendid. Cheaper now,	tribute to all our favourite too ★★★★	1.6i VVT Tech Line 2.0 CDTi 165 e'FLEX Tech L S-S	£17485 £19995	114 158	4 147 1 B 119 2
ORTWO 3dr hatch A better	Fortwo than	ever.	, but	1.0 x-cite 1.0 x-clusiv	£11295 68 95 7 £11395 68 95 7	2.0 Primo	£23000 197 180 33 £25000 197 180 33	2.0 CDTi 165 Tech Line GT S-S	£20855 £18865	158	8 119 2
ere's no new reason to buy it 9 90 Passion	★★★↑ £11720	₹☆ 89	97 -	AYGO 5dr hatch Probably	the best of its ilk, but we'd Up ★★★☆	2.0 Aero 2.0 Giallo	£27500 197 192 33 £27500 197 180 34	1.4T SRi 1.6i VVT Elite	£20220 £21275	138	8 138 1
9 90 Prime 9 90 Proxy	£12415 £12415	89 89	97 - 97 -	1.0 x 1.0 x-play	£9095 68 95 6 £10295 68 95 7	2.0 GT86 auto	£25995 197 164 33	1.6i VVT SRi 2.0 CDTi 165 ecoFLEX Elite S-S	£19580 £24260	114 158	4 147 1 B 119 2
70 Passion 70 Prime	£11125 £11820	70 70	93 - 93 -	1.0 x-pression 1.0 x-cite	£11495 68 95 7 £11695 68 95 7	VAUXHALL AGILA 5dr hatch Spacious, a	gile city car. Good, but too	2.0 CDTi 165 ecoFLEX SRi S-S		158	B 119 2
) 70 Proxy DRFOUR 5dr hatch Four do	£11820 ors makes	70 the sn	93 - nart	1.0 x-clusiv YARIS 3dr hatch Good spa	£11795 68 95 7 ice and value but not a class	expensive and unrefined	★★☆☆☆ £13045 95 131 9	ASTRA 5dr estate More com very decent small estate	nposed tha	an the	hatch. i
ore mainstream. Still expensive, I 70 Passion	though 🛨 £11620	★ ★ 70	r ≱ ☆ 97 -		****	1.2i 16v VVT S auto 1.2i 16v VVT SE AC auto	£12535 95 131 9 £13560 95 131 10	1.3 CDTi 95 ecoFLEX Design S-S 1.4i VVT 100 Design	£18200 £16480	94 99	109
1 70 Prime 1 70 Proxy	£12315 £12315	70 70	97 - 97 -	1.0 VVT-i Icon YARIS 5dr hatch Good spa	£12745 68 99 5 ace and value but not a class	1.0i 12v ecoFLEX S 1.0i 12v ecoFLEX S AC	£10635 64 109 6 £11145 64 109 6	1.4i VVT 100 Tech Line 1.6 CDTi 110 ecoFLEX Elite S-S	£17805 £24190	99 108	137 8 97 1
70 Edition 1	£13365 £12215	70	97 -	leader 1.0 VVT-i Active	★★★☆ £11595 68 99 4	1.2i 16v VVT ecoFLEX S 1.2i 16v VVT ecoFLEX S AC	£11305 95 118 9 £11815 95 118 9	1.6 CDTi 110 e'FLEX Design S-S 1.6 CDTi 110 eFLEX SRi S-S	£18755 £22755	108	B 97 1 B 97 1
9 90 Prime	£12910 £12910	89	99 - 99 -	1.0 VVT-i Icon 1.33 VVT-i Icon	£13345 68 99 5 £14095 98 114 10	1.2i 16v VVT ecoFLEX SE AC ADAM 3dr hatch Certainly	£12325 95 118 10 looks the part, but there	1.6 CDTi 110 eFLEX Tech Ln S-S 1.6 CDTi 136 ecoFLEX Elite S-S	£19930 £24785	108 134	8 97 1 4 104 1
9 90 Edition 1	£14315		99 -	1.33 VVT-i Sport 1.33 VVT-i Excel	£14995 98 119 10 £15695 98 119 10	are better superminis ahead of 1.0 S-S Jam	it ★★★☆☆	1.6 CDTi 136 e'FLEX Design S-S 1.6 CDTi 136 eFLEX SRI S-S	£19350 £23350	134	4 104 1
SANGYONG Orando 5dr hatch Good f	or a Ssanov	ong. r	oor by	1.5 VVT-i Hybrid Icon	£16195 98 75 10 £17695 98 82 11	1.0 S-S Glam		1.6 CDTi 136 eFLEX Tech Ln S-S		134	4 104 1
ass standards	***	₩		1.4 D-4D Icon AURIS 5dr hatch Disappoi	£15595 89 99 11	1.0 S-S Rocks Air	£16995 113 119 3 £11630 69 124 3	1.6i VVT 115 Elite	£22295 £18505	114	4 149 1
Od SE4 4WD	£16495	47 1	157 19	many better rivals 1.33 VVT-i Active	★★☆☆ £14945 99 128 7	1.2 Jam S-S	£11925 69 118 3		£25275 £21015	162	2 124 2
EXTON W 5dr 4x4 Rugged ort work of mud. Tarmac more t	seven-seate	r mak	(es	1.33 VVT-i Icon 1.33 VVT-i Icon plus	£17645 99 128 8 £18445 99 128 10	1.2 Glam S-S	£13295 69 118 3 £13500 69 124 3	1.6i VVT SRi	£20600 £23840	114	4 149 1
X2 O	£21995	55 1	196 -	1.6 V-matic Icon 1.6 V-matic Icon CVT	£17995 130 138 14 £18995 130 134 14	1.2 Slam S-S	£13795 69 118 3	2.0 CDTi 195 BiTurbo S-S ASTRA GTC 3dr coupé Goo	£25220	192	2 134 2
URISMO 5dr mpv Incrediblingereal estate for the money	ungainly b	ut off		1.6 V-matic Icon plus 1.6 V-matic Excel	£18795 130 138 16 £20250 130 140 14	1.4 87 Glam	£13325 86 129 6 £13825 86 129 6	hatch with the dynamics to matc	£21570	t*:	☆
		55 1	199 27	1.8 VVT-i Icon Hybrid	£20645 134 84 12			1.4T 16v 140 SRi auto	£22795		



Hyundai i30 N Performance

2017

Hyundai will use a tuned version of its i30 hatchback to kick-start its new N Performance division. Set to rival the Volkswagen Golf R and Ford Focus RS, the hot i30 is being engineered with an all-new platform and a turbocharged engine using experience gained in the World Rally Championship. Price £27,500 (est)

Aston Martin Vantage GT12, A8 Sport, Q7, BMW 3 Series facelift, Cadillac CTS-V, Chevrolet Volt, Citroën Berlingo Multispace, Ferrari 488 GTB, Ford Edge, Honda Civic Type R, HR-V, Jazz, Lamborghini Huracán Spider, Aventador Superveloce, Land Rover Range Rover SVAutobiography, Lotus Evora 400, Mazda MX-5, McLaren 675 LT, P1 GTR, Mercedes-Benz GLE, GLE Coupé, Mercedes-Maybach \$600, Mitsubishi L200, Peugeot 2008 facelift, Porsche 911 GT3 RS, Boxster facelift, Boxster Spyder, Renault Kadjar, Toyota Mirai, Avensis facelift, Volkswagen Passat GTE, Passat Alltrack, Passat Bluemotion

AUTUMN/WINTER

Alpina D3 Bi-turbo, Audi A4, Alfa Romeo Giulia, Bentley Grand Convertible, **BMW** X1, M2, **Elemental** RP1, **Ford** Ka, Ecosport, **Honda** NSX, **Hyundai** ix20 facelift, Santa Fe facelift, Tucson, **Infiniti** 030, **Jaguar** XF, F-Type SVR, **Jeep** Grand Cherokee facelift, **Kahn** Vengeance, Flying Huntsman Pick-Up, **Kia** Optima, Cee'd facelift, Koenigsegg Regera, Agera RS, Lexus GS F, RX, Mercedes-Benz A-Class facelift, G500 4x4, GLC, Mercedes-AMG C63 Coupé, Mini Clubman, Nissan Murano, Pulsar Nismo, Peugeot 308 GTi, Porsche 911 facelift, Seat Ibiza facelift, Skoda Superb, Subaru Levorg, **Tesla** Model X, **Toyota** Prius, **Vauxhall** Astra, **Volkswagen** Golf GTE, Transporter, Touran

Alpine sports car, Bentley Bentayga, EXP 10 Speed 6, BMW 1 Series saloon, Cadillac CT6, Chevrolet Camaro, Detroit Electric SP:01, Ferrari FF facelift, Fiat 124 Spyder, Ford Focus RS, GT, Infiniti QX30, Kia Sportage, Jaguar F-Pace, Land Rover Range Rover Evoque Cabriolet, **Lotus** 3-Eleven, **Maserati** Alfieri, Levante, Mercedes-AMG GT3, Mercedes-Maybach S-Class Pullman, Morgan EV3, Nissan Juke, Porsche Panamera facelift, Renault Mégane, Rolls-Royce Dawn, Seat Leon SUV, Skoda Roomster, Volkswagen Tiguan

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Jaguar F-Type SVR

Set to be unveiled at the Los Angeles motor show this November before going on sale early next year, the F-Type SVR is the latest model to be fettled by JLR's Special Vehicle Operations division. The all-wheeldrive F-Type SVR is powered by an uprated version of the F-Type R's supercharged 5.0-litre V8 engine, here tuned to produce 567bhp – matching the power output of the F-Type Project 7. **Price** £100,000 (est)

NEW CARS A-Z

Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO. a/km	ו פו פ	ake and Model	Price Bho	CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km	1 100	ake and Model	Price Bhp	CO ₂ g/km Insurance group
1.6T 200 SRi S-S		2.0 CDTi 140 SRi VX-Line		1.4T 140 SE						. ≥ 2.0 TSI 300 R	£31475 296 16		TDI 150 Decies	£24245 148	
2.0 CDTi 165 Sport auto		2.0 CDTi 140 SE	£21134 138 99 19	1.3 CDTi 75 Energy AC	£19225 74 1	24 5 bet	P 5dr hatch Hardly revolution	ıldı y, just qu	Janunaviy	e-Golf 115 BEV	£31325 114 0		O TDI 150 Sport	£25845 148	
2.0 CDTi 165 SRi auto	£25005 163 149 20	2.0 CDTi 140 Tech Line		1.3 CDTi 75 Tech Line AC	£15740 74 1	24 5 1.0	75 Groove Up			1.2 TSI 85 S	£18250 84 11	3 7 2.0	0 TSI 220 Sport	£26345 217	
1.4T 16v 120 Sport S-S		2.0 CDTi 140 Elite				05 7 e-u				1.2 TSI 105 S	£18840 104 11		C 4dr saloon Loses a name a		
1.4T 16v 140 Sport S-S 1.4T 16v 120 SRi S-S		2.0 CDTi 170 Design 2.0 CDTi 170 Design Nav	£20334 168 114 20 £21184 168 114 20	1.6 CDTi 110 S-S SE ZAFIRA TOURER 5dr mpv	£21570 108 9					1.4 TSI 122 S 1.4 TSI 122 Match	£19600 121 12 £20535 121 12		ver compels 4 TSI 160 BMT	★★★★☆ £25050 158	
1.4T 16v 140 SRi S-S	£21470 138 139 16		£23704 168 114 20	sliding rear doors	★★★★☆					1.4 TSI 150 GT ACT			O TDI 177 BMT GT		120 27
2.0T 280 VXR	£27620 276 189 35	2.0 CDTi 170 SRi	£22134 168 114 20	1.6 CDTi 136 Elite S-S	£28780 134 1	09 16 1.0	75 High Up	£11875	74 108 2	1.4 TSI 150 GT ACT DSG	£25685 148 11	3 15 2.0	0 TSI 210 GT		169 29
2.0 CDTi GTC Sp. 165	£22300 163 127 20	2.0 CDTi 170 SRi VX-Line	£23354 168 114 -	1.6 CDTi 136 SRi S-S	£27300 134 1	09 16 1.0		£12235		1.4 TSI 204 PHEV GTE	£33755 148 39		O TSI 210 R-Line	£29935 208	
2.0 CDTi GTC SRi 165 2.0 CDTi 195 BiTurbo S-S	£23525 163 127 20 £24520 192 129 -	2.0 CDTi 170 SRi VX-Line Nav 2.0 CDTi 170 SF	£24204 168 114 - £22134 168 114 -	1.4T 140 Tech Line 1.4T 140 Exclusiv	£20875 138 1 £23100 138 1		OLO 3dr hatch A mini Golf. So terior and good value	weet nandlir		2.0 TSI 220 GTI 1.6 TDI 105 S	£28155 217 13 £20455 103 99		O TDI 140 BMT O TDI 140 BMT GT		119 23
CASCADA 2dr open Comfo		2.0 CDTi 170 Tech Line	LLL101 100 111	1.4T 140 SRi	£24450 138 1					1.6 TDI 105 Match	£21390 103 99		O TDI 177 BMT R-Line	£30470 177	
alternative to the usual ragtops	****	2.0 CDTi 170 Elite	£24514 168 114 -	1.4T 140 SE	£24485 138 1	54 15 1.0	0 60 S	£11300 !	59 106 7	1.6 TDI 110 BlueMotion	£22090 103 89	9 15 EC	DS 2dr cc Pleasant and pred	lictable drive. Fee	eling old
1.6T 200 200 Elite	£29510 202 168 24		£25364 168 114 -	1.4T 140 Elite	£25965 138 1					2.0 TDI 150 Match	£23325 148 10			******	
1.6T 200 SE 1.4T 140 SE S-S		2.0 CDTi 195 Biturbo SRi 2.0 CDTi 195 BiturbSRi VX-Line	£24954 192 125 24		£21760 138 1 £20575 138 1					2.0 TDI 150 GT 2.0 TDI 184 GTD	£24775 148 10 £27590 181 11	2 26 21	4 TSI 160 Sport O TSI 210 Sport	£27610 158 £29610 208	165 30
1.4T 140 Elite S-S		2.0 CDTi 195 BiturboElite auto			£22800 138 1	69 14 1.0	75 SE			GOLF 5dr estate The comple	ete package. Reassur	ringly 2.0	O TDI Blue Tech Sp.	£28185 138	125 23
1.6T SIDI 170 SE Au	£27600 168 168 24	INSIGNIA SPORTS TOUR		1.6 CDTi 136 Tech Line					74 108 11	expensive	****		O TDI Blue Tech Exec.	£31325 138	125 23
1.6T SIDI 170 Elite Au 2.0 CDTi 165 SE S-S	£30495 168 168 24 £26480 163 138 23	as good as a Mondeo. Inert steel 1.4T 14O Design Nav	ring ★★★☆ £20029 138 131 15	1.6 CDTi 136 Exclusiv	£25915 134 10 £27300 134 10					1.2 TSI 105 S 1.2 TSI 85 S	£19535 104 11 £18945 84 11		CIROCCO 3dr coupé A cor tertaining, practical and stylis		Ь
2.0 CDTi 165 SE 5-5 2.0 CDTi 165 Elite S-S	£28580 163 138 23	1.4T 140 Design Nav	£19179 138 131 15		£23460 129 1					1.4 TSI 122 S	£20295 121 12		tertaining, practical and stylls 4 TSI 125	£20735 123	
2.0 CDTi 195 BiTurbo Elite S-S	£30065 192 138 27	1.4T 140 Energy S-S	£22634 138 131 15	2.0 CDTi 130 Tech Line	£22275 129 13	37 15 1.8	B TSI 192 GTI	£18900 1	189 139 24	1.4 TSI 122 SE	£21230 121 12	4 13 1.4	4 TSI 125 GT	£22585 123	125 23
INSIGNIA 5dr hatch Nearly		1.6T 170 Elite Nav	£25564 168 146 20	2.0 CDTi 130 Exclusiv	£24500 129 13					1.4 TSI 140 GT	£24545 138 12	1 15 2.0		£22790 178	142 31
Inert steering 1.4T 14O SRi Nav	★★★★☆ £20394 138 123 15	1.6T 170 Elite S-S	£24714 168 146 20 £20384 118 104 15	2.0 CDTi 130 SRi	£25850 129 13 £25885 129 13					1.6 TDI 105 S 1.6 TDI 105 SE	£21150 103 10 £22085 103 10		0 TSI 220 GT 0 TSI 220 R-line	£26125 217 £28195 217	
1.6T 170 Elite Nav		2.0 CDTi 120 Design Nav	£21234 118 104 15	2.0 CDTi 130 SLite	£27365 129 1		DLO 5dr hatch A mini Golf. Si			1.6 TDI 110 BlueMotion	£22785 110 92		0 TSI 280 R	£32580 276	
1.8i VVT Design Nav	£17679 138 164 14		£24564 118 104 16		£26115 168 1			***		1.6 TDI 90 S	£20765 89 10		0 TDI 150	£23455 148	109 27
1.8i VVT SRi Nav		2.0 CDTi 120 Elite Nav	£25414 118 104 16		£23890 168 13					2.0 TDI 150 GT	£25470 148 11		O TDI 150 GT	£25305 148	
2.0 CDTi 120 Design Nav 2.0 CDTi 120 Elite Nav	£19934 118 99 15 £24114 118 99 16	2.0 CDTi 120 SKI NAV 2.0 CDTi 120 Tech Line	£23034 118 104 15 £23034 118 104 16		£27530 168 13 £27500 168 13					2.0 TDI 150 SE GOLF SV 5dr mpv MQB plat			0 TDI 150 R-line 0 TDI 184 GT	£27375 148 £26305 181	
2.0 CDTi 120 SRi Nav	£21734 118 99 15		£19544 129 104 16		£29045 168 1		0 60 SE Design	£14365		MPV proportions. Still no C-Max			O TDI 184 R-line	£28375 181	
2.0 CDTi 120 SRi VX-Line Nav		2.0 CDTi 130 Design Nav		MOKKA 5dr hatch Compact						1.2 TSI 85 S			ASSAT 4dr saloon Suprem		
2.0 CDTi 130 Design 2.0 CDTi 130 Design Nav	£18244 128 112 16 £19094 128 112 16		£22914 129 104 16 £20634 138 104 19	on persuasive quality 1.6i 115 Tech Line S-S	★★★☆☆ £16474 114 1					1.2 TSI 110 S 1.4 TSI 125 S	£20215 108 11 £20975 121 12			★★★★☆ £22320 118	
2.0 CDTi 130 Energy		2.0 CDTi 140 Design Nav	£21484 138 104 19		£18539 114 1	53 6 1.2				1.4 TSI 125 SE	£21910 121 12	5 14 1.6	5 TDI 120 SE	£23460 118	
2.0 CDTi 130 SE	£20044 128 112 16	2.0 CDTi 140 Elite	£24814 138 104 19	1.6i 115 SE S-S	£21039 114 1	53 7 1.2	2 TSI 110 SEL			1.4 TSI 150 GT	£25370 148 13	0 18 1.6	S TDI 120 SE Business	£24115 118	105 12
2.0 CDTi 130 SRi	£20044 128 112 16	2.0 CDTi 140 Elite Nav		1.4T 140 Tech Line 2WD S-S					148 110 24		£21025 89 10		5 TDI 120 GT	£25420 118 £23445 148	109 13
2.0 CDTi 130 SRi Nav 2.0 CDTi 130 SRi VX-Line	£20894 128 112 16 £21264 128 112 16			1.4T 140 Tech Line 4x4 S-S 1.4T 140 Exclusiv 2WD S-S	£18774 138 1 £19214 138 1				189 139 24 74 93 13	1.6 IDI 110 S 1.6 TDI 110 RiveMotion	£21980 110 10 £23285 110 98		0 TDI 150 S 0 TDI 150 SF	£23445 148 £24585 148	
2.0 CDTi 130 SRi VX-Line Nav	£22114 128 112 16				£20934 138 1					1.6 TDI 110 SE	£22915 110 10		O TDI 150 SE Business		106 19
2.0 CDTi 140 Design Nav	£20184 138 99 18		£23284 138 104 19		£21714 138 1					2.0 TDI 150 SE	£24280 148 11	2 17 2.0	0 TDI 150 GT	£26545 148	
2.0 CDTi 140 Elite Nav 2.0 CDTi 140 SRi Nav		2.0 CDTi 140 SRi VX-Line 2.0 CDTi 140 SRi VX-Line Nav	£23654 138 104 19	1.41 140 SE 4x4 S-S 1.7 CDTi 130 Tech Line S-S	£23434 138 14		OLF CABRIOLET 2dr open inspiring four-seat soft-top			2.0 TDI 150 GT JETTA 4dr saloon Big boot.	£25875 148 11		O TDI 150 R-line O TDI SCR 190 GT	£27540 148 £27895 187	
2.0 CDTi 140 SRi VX-Line Nav	£23204 138 99 19			1.7 CDTi 130 Exclusiv S-S	£20224 129 1					good pricing. A bit dull	★★★★☆		O TDI SCR 190 R-line	£28890 187	
2.0 CDTi 170 SRi Nav	£22134 168 114 20	2.0 CDTi 163 Country Nav 4x4	£28304 161 147 20	1.7 CDTi 130 SE S-S	£22724 129 13				121 149 19	1.4 TSI 125 S			O TDI 240 BITDI SCR GT	£34625 237	
2.0 CDTi 195 Biturbo SRi Nav 2.0 CDTi 195BiTurbEliteNav aut		2.0 CDTi 195 BiTurbo Elite aut 2.0 CDTi 195 BiTurbo SRi		1.7 CDTi 130 Tech Line 4x4 S-S 1.7 CDTi 130 Exclusiv 4x4 S-S						1.4 TSI 125 SE 1.4 TSI 150 SE	£20225 123 12 £20930 148 12		O TDI 240 BiTDI SCR R-line ASSAT 5dr estate Suprem	£35620 237	
		2.0 CDTi 195 BiTurbo SRi VX-L			£21924 129 12 £24424 129 12					1.4 TSI 150 SE 1.4 TSI 150 GT	£21795 148 12		mily-sized saloon	ery werrexecuted	
2.0T 250 Elite Nav	£24814 247 169 26	2.0 CDTi 195BiTboC'tryNav4x4	£31009 192 174 24	ANTARA 5dr 4x4 Stylish into	erior blunts usabilit	ty. Poor 2.0	0 TSI 265 R	£33650 2	261 190 39	2.0 TDI 110 S	£20175 109 10	5 14 1.6	5 TDI 120 GT	£26970 118	
2.0T 250 SRi VX-Line Nav		2.0 CDTi 195BiTurbSRiVX-Ln Na			★★★☆☆	1.6	6 TDI 105 Bluemotion Tech S 6 TDI 105 Bluemotion Tech SE	£23540 1	103 117 17	2.0 TDI 110 SE			S TDI 120 S	£23870 118 £25010 118	
2.8T VXR Supersport 1.4T 140 Design		2.0 CDTi195BiTurbEliteNav aut 2.0T 250 SRi VX-Line Nav		2.4i 16v 167 Exclusiv 2.2 CDTi 163 Exclusiv S-S	£20170 161 20 £21400 161 1	uo ZU 1.6 67 25 2 0	O TDI 140 Bluemotion Tech SE			2.0 TDI 110 GT 2.0 TDI 150 SE	£22370 109 10 £22505 148 10	13 13 1.6	5 TDI 120 SE 5 TDI 120 SE Business	£25010 118 £25665 118	
1.4T 140 Design Nav	£18594 138 123 15	2.0T 250 SRi VX-Line S-S	£24104 247 174 26	2.2 CDTi 163 Exclusiv 4x4 S-S	£23820 161 1	77 25 2.0	O TDI 140 Bluemotion Tech GT	£27180 1	138 119 23	2.0 TDI 150 GT	£23370 148 10	9 22 2.0	0 TDI 150 GT	£28095 148	110 19
1.4T 140 Energy	£21199 138 123 15			2.2 CDTi 163 SE Nav 4x4 S-S	£26660 161 1	77 25 GC	OLF 3dr hatch The complete	package. R	teassuringly	BEETLE 3dr hatch Huge im			O TDI 150 R-line	£29090 148	
1.4T 140 SRi 1.4T 140 SE		2.0 CDTi 163 Country 4x4		2.2 CDTi 163 Diamond S-S 2.2 CDTi 163 Diamond 4x4 S-S	£22200 161 10	67 25 exp	pensive 6 TDI 110 RiveMotion	£21435 1		underneath is superior 1.2 TSI 105	★★★☆☆ £16275 104 12		0 TDI 150 S 0 TDI 150 SF	£24995 148 £26135 148	
1.4T 140 Tech Line		MERIVA 5dr mpv Clever flex		2.2 CDTi 184 SE Nav 4x4 S-S	£27720 184 1					1.2 TSI 105 Design			O TDI 150 SE Business	£26790 148	
1.6T 170 Elite	£23379 168 139 20	young families. Nice to drive	****	VXR8 4dr saloon Still has old	i-school appeal. No	2.0	0 TSI 300 R	£30820 2	296 165 34	1.4 TSI 150 Design	£20705 148 13	4 20 2.0	O TDI 190 SCR GT	£29445 187	110 22
1.8i VVT Design 1.8 VVT Energy		1.6 CDTi 110 S-S Exclusiv 1.6 CDTi 136 Exclusiv AC S-S	£20715 108 99 7 £20875 134 116 7	longer cheap 6.2 GTS	★★★☆☆ £54509 576 3					1.4 TSI 150 Sport 2.0 TSI 220 Sport			O TDI 190 SCR R-line O TDI 240 BiTDI SCR GT	£30440 187 £36175 237	
1.8 VVT SRi		1.6 CDTi 136 SE AC S-S	£21730 134 116 7	0.2 013	204009 010 0				121 120 14					£37170 237	
2.0T 250 SRi VX-Line	£22804 247 169 26	1.6 CDTi 136 Tech Line	£17175 134 116 7	VOLKSWAGEN		1.4	4 TSI 122 Match	£19880 1	121 120 15	2.0 TDI 110 Design	£20475 108 11	2 13 PI	HAETON 4dr saloon Big V	W feels old now, a	and
2.0T 250 Elite		1.7 CDTi 110 Excl. AC Au	£21515 109 160 12	UP 3dr hatch Hardly revolution						2.0 TDI 150 Design	£21175 148 11		ruggles to justify its price	****	
2.0 CDTi 120 Design 2.0 CDTi 120 Energy	£19084 118 99 15 £22454 118 99 16		£20850 109 160 12 £20995 109 160 12	1 0 75 Groove Un	★★★★☆ £12125 74 1					2.0 TDI 150 Sport BEETLE CABRIOLET 2dr	£22995 148 11		O V6 TDI 240 SWB O V6 TDI 240 LWB	£55550 236 £58110 236	224 45
2.0 CDTi 120 SRi	£20884 118 99 15		£22505 109 160 12	1.0 75 Rock Up	£12125 14 10 £13580 74 10					ment, but Golf underneath is sur			O VO 101240 LWB DURAN 5dr mpv Good cha		
2.0 CDTi 120 SRi VX-Line	£22104 118 99 16	1.4i VVT 100 Energy AC	£17865 99 140 7	1.0 60 Take Up	£8870 59 1	05 1 2.0	0 TDI 150 Match	£22670 1	148 106 18	1.2 TSI 105	£19230 104 12	9 15 Bla	and appearance	****	\$
2.0 CDTi 120 SE		1.4i VVT 100 Tech Line AC		1.0 60 Move Up						1.2 TSI 105 Design	£21625 104 12			£28500 177 £19940 104	150 24
2.0 CDTi 120 Elite 2.0 CDTi 140 Design	£23264 118 99 16 £19334 138 99 18		£18710 99 140 8 £18595 118 139 14		£10285 59 9		OLF 5dr hatch The complete			1.4 TSI 150 Design 1.4 TSI 150 Sport	£23515 148 13 £25115 148 13			£19940 104 £23750 138	
2.0 CDTi 140 Energy	£22704 138 99 19	1.4T 120 SE	£19440 118 139 14		£11860 74 9	98 2 exp	pensive	***	**	2.0 TDI 110	£21040 108 11	5 15 1.6	5 TDI 105 Blue Tech S	£21750 104	121 14
2.0 CDTi 140 SRi	£21134 138 99 19	1.4T 140 Exclusiv AC	£19425 138 149 14			1.6	6 TDI 90 S	£19650	89 98 10	2.0 TDI 110 Design	£23415 108 11	5 16 1.6	5 TDI 105 BlueTech SE	£23855 104	121 14

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2.0 TDI 140 Blue Tech SE	£25620			1.6 T3 150 R-Design Lux Nav	£25920	148	124 2		2.0 D3 R-Design S-S	£29295	134 114			£35560		117 29	
2.0 TDI 140 BlueTech Sp.	£27080			1.6 T4 180 SE Lux Nav	£26970		129 2		2.0 D4 Business Edition S-S	£24045	178 99	26	2.0 D4 R-Design Lux Nav S-S 2.4 D4 SE AWD S-S	£36360 £33190		117 30	
SHARAN 5dr mpv Refined, version is cheaper	tiexible bly		dl	1.6 T4 180 R-Design Lux Nav 1.6 T4 180 C-Country Lux Nav	£27420 £27970		129 2 129 2		V60 5dr estate Appealing ca smooth drive. Too small	# ★ ★			2.4 D4 SE Nav AWD S-S	£33990		139 28 139 29	
2.0 TDI 177 SE	£30730	177 1	52 23	2.5 T5 254 R-Design Lux Nav	£31700	251	189 3	5	1.6 D2 R-Design Lux Nav S-S	£33045	113 108		2.4 D4 SE Lux AWD S-S	£35890	178		
2.0 TDI 177 SEL 1.4 TSI 150 S	£33630 £25500		52 23 67 16	2.5 T5 254 C-Ctry Lux Nav AWD 1.6 D2 115 ES	£34100 £21195	251 113	194 3 88 1		1.6 D2 R-Design Lux S-S 1.6 D2 R-Design Nav S-S	£32045 £30445	113 108 113 108			£36690 £34465	178		
1.4 TSI 150 SE	£27810		67 16	1.6 D2 115 ES Nav	£21995	113	88 1		1.6 D2 R-Design S-S	£29445	113 108		2.4 D4 R-Design Nav AWD S-S	£35265	178	139 29)
2.0 TSI 200 SEL DSG	£33955		98 25	1.6 D2 115 SE	£22720	113	88 1		1.6 D2 SE Lux Nav S-S	£31345	113 108		2.4 D4 R-Design Lux AWD S-S	£37090		139 30	
2.0 TDI 115 S 2.0 TDI 140 S	£26065 £26815		46 14 46 18	1.6 D2 115 SE Nav 1.6 D2 115 SE Lux	£23520 £24520	113	88 1 88 1		1.6 D2 SE Lux S-S 1.6 D2 SE Nav S-S	£30345 £28945	113 108 113 108		2.4 D4 R-Design Lux Nav AWD S- 2.4 D5 SE Nav AWD S-S	£35990	178 178	139 30 139 30	
2.0 TDI 140 SE	£29125	138 1	46 18	1.6 D2 115 SE Lux Nav	£25520	113	88 1	8	1.6 D2 SE S-S	£27945	113 108	17	2.4 D5 SE Lux Nav AWD S-S	£38690	178	139 31	
2.0 TDI 140 SEL 2.0 TDI 140 Exec	£32025 £32275		46 18 46 18	1.6 D2 115 R-Design 1.6 D2 115 R-Design Nav	£23295 £24295	113			1.6 T3 R-Design Nav S-S 1.6 T3 SE Nav S-S	£29505 £28005	148 139 148 139		2.4 D5 R-Design Nav AWD S-S 2.4 D5 R-Design Lux Nav AWD S-	£37265		139 30 139 31	
TIGUAN 5dr 4x4 Dull but ca				1.6 D2 115 R-Design Lux	£24970	113	88 1		2.0 D3 R-Design Lux Nav S-S	£33895	134 119		XC70 5dr estate Dull and une				-
but good ride and handling	***		F/ 21	1.6 D2 115 R-Design Lux Nav	£25970	113	88 1		2.0 D3 R-Design Lux S-S	£33095	134 119		last	***	☆ ∤	117.00	_
1.4 TSI 160 BMT Match 2WD 1.4 TSI 160 Match 4WD	£23955 £25645		56 21 78 21	1.6 D2 115 C-Country SE 1.6 D2 115 C-Country SE Nav	£23520 £24520	113	99 1 99 1		2.0 D3 R-Design Nav S-S 2.0 D3 SE Lux Nav S-S	£31295 £32195	134 119 134 119		2.0 D4 SE Nav S-S 2.4 D4 SE Lux 4WD S-S	£34470 £38350		117 28 139 30	
2.0 TDI 140 BMT Match 2WD	£25150	138 1	38 18	1.6 D2 115 C-Country Lux	£25520	113	99 1	7	2.0 D3 SE Nav S-S	£29795	134 119		2.4 D5 SE Nav 4WD S-S	£39285	212	139 30)
2.0 TDI 140 BMT Match 4WD 2.0 TDI 177 BMT Match 4WD	£26920 £27925		50 19 51 23	1.6 D2 115 C-Country Lux Nav 2.0 D3 150 SE	£26520 £23770	113	99 1 114 2		2.0 D4 R-Design Lux Nav S-S 2.0 D4 R-Design Lux S-S	£35145 £33945	178 103 178 103			£43180 £36400		248 37 139 30	
2.0 TSI 180 Match 4WD	£26485		98 24	2.0 D3 150 SE Nav	£24570		114 2		2.0 D4 R-Design Nav S-S	£32545	178 103					139 31	
1.4 TSI 160 Blue Tech S	£21960	158 1	56 18	2.0 D3 150 SE Lux Nav	£26570		114 2	3	2.0 D4 R-Design S-S	£31345	178 103		XC90 5dr 4x4 Volvo takes the	fight to L	and R	over	
1.4 TSI 160 S 4WD 2.0 TSI 210 R-line 4WD	£23650 £29180	208 1	78 18 99 22	2.0 D3 150 R-Design 2.0 D3 150 R-Design Nav	£24545 £25345		114 2		2.0 D4 SE Lux Nav S-S 2.0 D4 SE Lux S-S	£33445 £32245	178 99 178 99	29 29	with seriously impressive results 2.0 T6 320 Momentum	£49205	316	★★ 179 -	_
2.0 TDI 110 BMT S 2WD	£22605		38 14	2.0 D3 150 R-Design Lux Nav	£27020		114 2		2.0 D4 SE Nav S-S	£31045	178 99	28	2.0 T6 320 R-Design	£52845	316	179 -	
2.0 TDI 140 BMT S 2WD	£23155		38 17	2.0 D3 150 C-Country SE	£24870		117 2		2.0 D4 SE S-S	£29845		27		£53745		179 -	
2.0 TDI 140 BMT S 4WD 2.0 TDI 140 BMT Escape 4WD	£24925 £27610		50 17 50 18	2.0 D3 150 C-Country SE Nav 2.0 D3 150 C-Country Lux Nav	£25670 £27670		117 2 117 2		2.4 D5 R-Design Lux Nav S-S 2.4 D5 R-Design Nav S-S	£36695 £34095	212 120 212 120		2.0 T8 Hybrid Momentum 2.0 T8 Hybrid R-Design	£59955 £62855	395 395		-
2.0 TDI 140 BMT R-line 4WD	£28750		50 18	2.0 D4 190 SE	£24970	187	99 2		2.4 D5 SE Lux Nav S-S	£34995	212 120		2.0 T8 Hybrid Inscription	£63705	395		
2.0 TDI 177 BMT R-line 4WD	£29755		51 23	2.0 D4 190 SE Nav	£25770	187	99 2		1.6 T3 Business Edition S-S	£22205	148 139		2.0 D5 225 Momentum	£45750	222		
TOUAREG 5dr 4x4 Good va comfort and deftness	iue, and a g		10 01	2.0 D4 190 SE Lux Nav 2.0 D4 190 R-Design	£27770 £25745	187	99 2 99 2		1.6 T3 SE S-S 1.6 T3 R-Design S-S	£27205 £28705	148 139 148 139		2.0 D5 225 R-Design 2.0 D5 225 Inscription	£49285 £50185	222	152 -	-
3.0 V6 TDI 204 SE	£43605	204 1		2.0 D4 190 R-Design Nav	£26545	187	99 2	5	3.0 T6 Polestar	£49785	346 237	38					
3.0 V6 TDI 204 R-line	£46605 £45405		73 40 74 42	2.0 D4 190 R-Design Lux Nav	£28220 £26870	187	99 2 112 2		1.6 D2 Business Edition S-S	£22945 £23995	113 108 134 119		WESTFIELD	Wastfield	Cnor	Turbo	-
3.0 V6 TDI 262 SE 3.0 V6 TDI 262 R-line	£43405		74 42	2.0 D4 190 C-Country SE Nav 2.0 D4 190 C-Country Lux Nav	£28770		112 2		2.0 D3 Business Edition S-S 2.0 D3 SE S-S	£23995	134 119		SPORT 2dr open Entry-level V very quick and fun	westneid.			
3.0 V6 TDI 262 Escape	£45605	258 1	80 42	S60 4dr saloon T6 is rapid, a	ll-weathe	rsport	s car, if		2.0 D3 SE Lux S-S	£31395	134 119	24	1.6 135 Sigma		135	171 -	
CARAVELLE 5dr mpv Rugo people	ged workho ★ ★ ★		arry	niche choice 1.6 D2 R-Design Lux Nav S-S	★★★ £31745		103 2	n	2.0 D3 R-Design S-S 2.0 D4 Business Edition S-S	£30495 £25245	134 119 178 99			£19999 £24999	155	171 -	-
2.0 TDI 140 SE SWB	£36006		89 25	1.6 D2 R-Design Lux S-S	£30745		103 2		2.4 D6 AWD Plug-in Hybrid	£50175	275 48	-		£23499	200		-
2.0 TDI 140 SE 4Mot. SWB	£38484	138 2	06 26	1.6 D2 R-Design Nav S-S	£29245		103 1		2.4 D6 AWD Plug-in H R-Dsgn LN		275 48	-		£25649		185 -	
2.0 TDI 140 SE LWB 2.0 TDI 140 Exec SWB	£38190 £38856		89 23 89 25	1.6 D2 R-Design S-S 1.6 D2 SE Lux Nav S-S	£28245 £30045		103 1 103 1		V70 5dr estate Spacious, but steering and old engines	suffers fi			1.6 Sport Turbo 3 UK200 XTR2 2dr open Mad bike-eng	£26500	201 e Ma		
2.0 TDI 140 Exec. 4Mot. SWB	£41304	138 2	06 26	1.6 D2 SE Lux S-S	£29045	113	103 1	9	1.6 D2 SE Lux S-S auto	£33220	113 111		Not cheap but fast	***	*		
2.0 Bitdi 180 SE SWB	£38070		92 29	1.6 D2 SE Nav S-S	£27745		103 1		1.6 D2 SE Nav S-S auto	£31620	113 111		1.3	£27950			
2.0 Bitdi 180 SE 4M SWB 2.0 Bitdi 180 SE LWB	£40926 £40254	177 2 177 1		1.6 D2 SE S-S 1.6 T3 R-Design Nav S-S	£26745 £28305		103 1 135 2		2.0 D3 SE Nav S-S 2.0 D4 SE Lux S-S	£31620 £34720	161 119 178 113		XTR4 2dr open As above, but justify over obvious rivals	even mor ★★★	2 SO. I	tara to	
2.0 BiTDI 180 Exec SWB	£40920	177 1	92 30	1.6 T3 SE Nav S-S	£26805	148	135 2	3	2.0 D4 SE Nav S-S	£33120	178 113	29	1.8	£29995			-
2.0 BiTDI 180 Exec DSG 2.0 BiTDI 180 Business SWB DS	£42840		99 30	2.0 D3 R-Design Lux Nav S-S 2.0 D3 R-Design Lux S-S	£32595 £31795		114 2		2.4 D5 SE Nav S-S 1.6 D2 Business Editn S-S auto	£34570 £25695	212 126		ZENOS				1
2.0BiTDI180 Bus. 4Mot.SWBDS				2.0 D3 R-Design Nav S-S	£30095		114 2		2.0 D3 Business Edition S-S	£25695	161 119		E10 2dr open A Lotus and Cate	rham love	chile	I. Fun anı	d
2.0 BiTDi 180 Ex. 4M SWB	£43776			2.0 D3 SE Lux Nav S-S	£30895		114 2	4	2.0 D3 SE Lux S-S	£33220	161 119	26	affordable in near perfect measur	e ★ 🗡	*	★ ☆	
VOLVO				2.0 D3 SE Nav S-S 2.0 D4 R-Design Lux Nav S-S	£28595 £33845	178	114 2 99 2		2.0 D4 Business Edition S-S 2.0 D5 Business Edition S-S		178 113 161 126			£24995 £29995			-
V40 5dr hatch New hatchba	ck adds Sw	redish fla	avour to		£32645	178	99 2		2.4 D5 SE Lux S-S	£36170	212 126		2.00	22///0	200		
stock Ford platform 1.6 T2 120 ES	★ ★ ★ £19195		24.10	2.0 D4 R-Design Nav S-S 2.0 D4 R-Design S-S	£31345 £30145	178 178	99 2 99 2		S80 4dr saloon Refined, high Poor ride and residuals	-quality e	xec saloon.						
1.6 T2 120 ES Nav	£19195			2.0 D4 SE Lux Nav S-S	£30145	178			1.6 D2 SE Lux S-S auto		113 109	21					
1.6 T2 120 SE	£20720	118 1	24 19	2.0 D4 SE Lux S-S	£30945	178	99 2	9	1.6 D2 SE Nav S-S auto	£30720	113 109	20					
1.6 T2 120 SE Nav 1.6 T2 120 SE Lux Nav	£21520 £23520		24 19 24 20	2.0 D4 SE Nav S-S 2.0 D4 SE S-S	£29845 £28645	178	99 2 99 2	7	2.0 D4 SE Lux S-S 2.0 D4 SE Nav S-S	£33720 £32220	178 104 178 104						
1.6 T2 120 Sc Lux Nav	£21495		24 20	2.4 D5 R-Design Lux Nav S-S	£35395		119 3	1	2.4 D5 SE Lux S-S		212 120						
1.6 T2 120 R-Design Nav	£22295	118 1	24 19	2.4 D5 R-Design Nav S-S	£32895		119 3	0	XC60 5dr 4x4 Lovely, usable			Ι.					
1.6 T2 120 R-Design Lux Nav 1.6 T3 150 ES	£23970 £20945		24 21 24 20	2.4 D5 SE Lux Nav S-S 1.6 T3 Business Edition S-S	£33695 £21005		119 3 135 2		Newer engines keep it fresh 3.0 T6 R-Design Lux Nav AWD	★ ★ ★ £43720	300 249	37					
1.6 T3 150 ES Nav	£21945		24 21	1.6 T3 SE S-S	£26005	148	135 2	2	2.0 D4 SE S-S	£31660	178 117	28					
1.6 T3 150 SE	£22670	148 1	24 21	1.6 T3 R-Design S-S	£27505	148	135 2	3	2.0 D4 SE Nav S-S	£32460	178 117	28					
1.6 T3 150 SE Nav 1.6 T3 150 SE Lux Nav	£23470 £25470		24 21 24 22	1.6 D2 Business Edition S-S 2.0 D3 Business Edition S-S	£21745 £22395		103 1 114 2		2.0 D4 SE Lux S-S 2.0 D4 SE Lux Nav S-S	£34360 £35160	178 117 178 117						
1.6 T3 150 R-Design	£23445	148 1	24 20	2.0 D3 SE S-S	£27795	134	114 2	3	2.0 D4 R-Design S-S	£32935	178 117	28					
1.6 T3 150 R-Design Nav	£24245	148 1	24 21	2.0 D3 SE Lux S-S	£30095	134	114 2	4	2.0 D4 R-Design Nav S-S	£33735	178 117	28					

AUTOCAR TOP FIVES Superminis From £10,000 Ford Fiesta Not a class-beater in every regard, but its dynamics are so far

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A very grown-up and well-made supermini. Drives with real charm, too. Engine not quite so appealing. ★★★★☆



Skoda Fabia From £10,000 Feels like the sum of everything Skoda has learnt in the past 20 years. That makes it very good indeed. ★★★★☆



5 An attractive and practical proposition, and still pleasingly French. Ride and handling great, interior less so. ★★★★☆

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car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears 50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard ng 60-0mph Recorded on a high-grip surface at a test track Mph/1000rpm Figure is the speed achieved in top gear

													X4 5dr 4x4 *	***
													xDrive30d	145
ALFA RO	MEO												X5 5dr 4x4 ★	***
MITO 3dr hatch	**	**	7										xDrive M50d	155
1.4 Cloverleaf				6.9	7.3	2.7	168	184	23.2	36/42	1265	7.4.10	M	155
GIULIETTA 5dr	hatch	**	***							,			X6 5dr 4x4 *	***
2.0 JTDm	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8	40/57	1475	13.10.10	xDrive35d	147
ALPINA													BUGATTI	
B3 BITURBO 4 0	dr salo	on ★	***	rk									VEYRON 2dr co	oupé 🗲
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13	Super Sport	268
ARIEL													CATERHA	
ATOM Odr open													CSR 2dr roadst	
V8				1.9	3.7	2.55	475	268	16.4	21/37	650	10.8.11		143
NOMAD Odr ope													SEVEN 2dr roa	dster ·
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	na/na	735	24.6.15	Seven 160	100
ASTON M.													CHEVRO	
V8 Vantage 2dı													CAMARO 2dr co	oupé 🤊
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4.07	6.2 V8	155
RAPIDE 4dr cou	ıpé ★	**	* *										CORVETTE 2dr	coupe
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6	19/23	1990	20.3.13	Stingray	181
AUDI													CHRYSLE	
A1 3dr hatch *	**	k☆											300C 4dr salo	on ★
1 A TECI Coord	126	0.4	22.4	0.0	12.0	2.2	120	140	20.2	24/42	11 C E	10 11 10	2 O Evacutive	1//

	175		12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4.07
RAPIDE 4dr coup												
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6	19/23	1990	20.3.13
AUDI												
A1 3dr hatch *>	ttt	r☆										
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.11.10
S1 .	155	5.9	14.4	5.2	5.4	2.6	228	273	25.6	30/39	1390	28.5.14
A3 3dr/5dr hatc	h ★ 🤊	***	r☆									
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9.12
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201					31.12.14
RS3 S'Back	155	4.1	10.3	3.7	7.7	2.8	362	343	34.2	26/37	1595	10.6.15
A4 4dr saloon/5	dr es	tate 🗲	***	★☆								
2.0 TDI SE			29.4	11.3	9.7	2.6	141		32.7	38/48	1605	20.2.08
RS4	174		10.3		7.7	2.9	444	317	28.9	20/32	1795	17.10.12
A5 2dr coupé/ca	briol	et ★ 🤊	***	☆								
3.0 TDI quattro	155	6.4	16.6	5.9	8.0	2.7	237	368	35.7	32/43	1755	25.7.07
3.0 TDI cabrio		7.1	20.2	6.6			237			34/38		
RS5 4.2 V8	155	4.6	10.7	4.0	8.9	2.7	444	317	29.0	22/30	1855	27.10.10
A6 4dr saloon/5	dr es	tate	***	**								
2.0 TDI SE	141	8.9	24.1	7.7	9.3	2.8	175	280	34.4	44/55	1675	4.5.11
3.0 TDI SE	155	7.2	20.3	6.4			201					19.10.11
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0	20/28	2010	3.7.13
A7 Sportback 4c	ir sald	oon 🖈	**	★☆								
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2.11
A8 4dr saloon *	**	★☆										
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6.10
TT 2dr ****	☆											
2.5 RS	155	4.7	11.4	4.4	4.8	2.6	335	332	27.4	24/33	1450	19.8.09
NEW TT 2dr ★★	**	☆										
2.0 TFSI S-line	155	6.6	14.5	5.0	6.5	2.5	227	273	30.1	29/35	1305	26.11.14
Q3 5dr 4x4 **	**	☆										
2.0 TDI SE	132	8.3	25.5	8.1	*11.5	2.7	175	280	35.8	33/46	1710	16.11.11
RS	155	5.0	12.6	4.5	8.3	2.8	306	310	32.4	32.4	1655	1.1.14
Q5 5dr 4x4 ★ ★	**	☆										
2.0 TDI SE	125	9.9	34.2	10.2	9.9	2.8	168	258	29.8	29/37	1880	14.1.09
07 5dr 4x4 ★ ★	**	☆										
3.0 TDI SI	131	8.6	25.0	8.3	*4.9	2.9	230	369	29.9	23/30	2325	16.8.06
R8 2dr coupé *	**	**										
4.2 V8	187	4.4	10.5	4.2	6.7	2.7	414	317	24.0	16/22	1560	23.5.07
5.2 V10 Spyder	195	4.1	8.9	3.2	5.5	2.4	518	391	24.3	17/25	1720	24.3.10

BENTLE		L,									
CONTINENTA	L 2dr co	upe 🥦	**	★ ☆							
GTC V8	187	4.5	10.8	3.9	*2.7	2.8	500	487 27.4	18/27	2470	4.4.12
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516 34.9	7/15	2375	1.6.11
GT3-R	170	3.7	8.2	3.1	8.7	3.0	572	518 37.6	-/18	2195	8.7.15
FLYING SPUR	4dr sale	oon 🖈	**	\$ \$							
W12	200	4.5	10.4	3.6	8.4	3.0	616	590 44.5	18/26	2475	7.8.13
MULSANNE 4											
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752 44.8	18/21	2745	21.9.11

1-SERIES 3dr/5	dr hat	ch ★	***	rdr -							
116d ED Plus	124	10.2	30.0	10.0	17.3	-	114	199 37.7	54/60	1395	27.5.15
M135i							315	322 35.9	30/41	1545	14.11.12
2-SERIES 3dr c	oupé/	conve	rtible	**	***						
220d SE	143	7.8	20.9	7.3	8.8	2.9	181	280 39.6	46/62	1450	19.3.14
220d C'vble											1.4.15
M235i	155	6.3	14.7	5.7	5.4	2.7	322	332 28.1	26/35	1530	23.4.14
2-SERIES ACTIV											
218d Luxury								243 40.4	42/56	1450	24.12.14
3-SERIES 4dr s	aloon/	5dr e	state/	5dr h	atch	***	**				

Make and Model	Lop speed	0-60mph	-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/touring	Weight (kg)	TEST DATE	
ž	P	0	ò	m	ŭ	ā	۵	P	Σ	Σ	Š	=	

318d Sport GT	130	9.5	28.6	9.5	12.4	2.7	141	236	36.5	50/57	1615	17.7.13
4-SERIES 3dr co	upé	**	★★☆									
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2		2.4				29/36		9.7.14
5-SERIES 4dr sa	loon/	5dr G	T/5dr	estat	te ★	***	r#					
530d SE			16.1					398	48.1	36/46	1830	31.3.10
520d SE Touri	na138	8.1	23.0	8.3			181			38/42		6.10.10
ActiveHybrid5	155	5.6	13.5	5.0	10.5	2.6	335	332	40.4	27/33	1925	23.5.12
M5	155		9.0			2.8	552	502	38.2	19/28	1975	29.12.11
6-SERIES 2dr co	upé/a									,		
640d M Sport						2.6	309	464	42.1	33/45	1840	2.11.11
650i cabrio			12.4			2.6				22/29		6.4.11
7-SERIES 4dr sa	loon	**	* **									
730d	153	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29/35	1915	3.12.08
i3 5dr hatch ★	***	☆										
1.3 Range Extd	93	8.1	-	7.6	*4.9	3.4	168	184	- 2	294wh/r	n 1390	22.1.14
i8 2dr coupé 🖈	***	*										
i8 .	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
Z4 2dr converti	ole ★	**	44									
sDrive35i	155	5.1	12.3	4.2	*2.5	2.8	302	295	29.0	26/34	1615	10.6.09
X15dr 4x4 ★ ★	**	\$										
sDrive20d SE	127	8.2	23.6	7.9	10.8	2.7	174	258	35.1	40/52	1572	2.12.09
X3 5dr 4x4 **	**	☆										
xDrive20d SE	130	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1.11
X4 5dr 4x4 **												
xDrive30d			16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14
X5 5dr 4x4 **												
xDrive M50d	155									28/34		13.11.13
М	155	42	9.8	35	10.2	2.8	567	553	42 3	21/26	2350	13515

	M			9.8	3.5	10.2	2.8	567	553 42.3	21/26	2350	13.5.15
	X6 5dr 4x4 ★★											
)	xDrive35d	147	7.3	21.2	7.1	*4.1	2.6	282	428 34.0	26/31	2275	11.6.08
_												
	BUGATTI											
_	VEYRON 2dr cou	ıpé ★	**:	**								
3	Super Sport	268	2.6	5.0	1.7	5.9	2.6	1183	1106 40.6	12/18	1995	2.3.11

COR ZUI IUdusi	ei 🛪 🔻	(× ×	H									
CSR 260	143	4.1	9.8	3.1	4.4	3.3	260	200	22.8	24/26	570	11.10.05
SEVEN 2dr roa	dster 🤊	***	**									
Seven 160	100	8.4	-	8.7	7.6	4.8	80	79	16.7	39/45	490	20.11.13
CHEVRO	ET											
CAMADO 2de o	arrmá 🗸	- 4 - 4	A-A-									

6.2 V8 155 5.6 12.4 4.5 12.2 2.7 426 419 43.3 23/29 1175 20.6.12 VETTE 2dr coupé ★★★★☆ gray 181 4.4 9.4 3.3 11.7 2.3 460 465 48.4 22/33 1539 810.14 Stingray

CITROEN														
1.4 VTR+	114	10.8	41.9	11.0	14.4	2.9	94	100	20.9	39/48	-	9.12.09		
DS3 5dr hatch >	***	**												
1.6 THP 150												3.3.10		
Racing	146	7.2	18.1	6.5	8.9	3.1	204	203	30.4	33/40	1215	16.3.11		
C4 5dr hatch *	**:	☆☆												
2.0 HDi Excl.	129	8.5	25.2	7.9	9.2	3.15	148	251	34.2	43/49	1470	5.1.11		
C4 CACTUS 5dr	hatch	1**	***	Y										
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14		
C4 GRAND PICA	SSO:	idr Mi	۲ ۰ ۲۹	***	r#r									
2.0 BlueHDi	130	10.1	30.1	9.6	12.5	2.9	148	273	34.7	44/52	1430	27.11.13		
C5 4dr saloon 🖈	**	**												
2.2 HDi	136	8.7	25.3	8.8	9.1	2.9	171	273	34.5	38/44	1951	9.4.08		
DS5 5dr hatch >														
2.0 HDi 160	134	9.1	26.5	8.7	11.0	2.9	161	251	40.1	42/55	1660	18.4.12		
BERLINGO 5dr N	/PV	**	**											
1.6 HDi 90	99	14.7	-	16.7	14.0	2.9	90	159	26.6	38/47	1580	8.10.08		

DACIA													
SANDERO 5dr hatchback ★★★☆☆													
1.2 75 Access	97	15.3	-	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13	
FERRARI													

FERRARI												
458 2dr coupé												
458 Italia	202	3.3	7.0	2.4	5.7	2.3	562	398	-	17/20	1535	18.8.10
458 Speciale			6.8	2.3	5.4	2.5	597	398	-	17/na	1395	20.8.14
F12 2dr coupé												
F12 Berlinetta	211	3.0	6.5	2.3	5.4	2.2	731	509	29.7	13/18	1630	6.11.13
CALIFORNIA 2d	r conv	ertibl	e ★ 🖈	**	☆							
California	193	3.9	9.2	3.2	6.6	2.5	453	357	25.9	15/24	1785	22.7.09
FIAT												

	500 3dr hatch	***	r★☆										
	Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26,2,14
	500 TwinAir	108	11.7	-	13	15.3	3.3	84	107	22.9	35/39	1070	24.11.10
	FORD												
	S-MAX 5dr MPV	**	**:	ζ									
	2.0 Ecoboost	137	8.7	22.8	7.9	10.3	2.1	200	221	20.5	26/32	1810	28.4.10
	KA 3dr hatch *	**	44										
ı	1.2 Style+	99	13.6	-	23.2	10.4	2.9	67	80	22.1	41/53	1020	25.2.09
١	B-MAX 5dr MPV	**	**	k									
	1.0T Ecoboost	117	11.6	39.0	11.1	11.0	2.8	118	147	23.6	35/41	1345	02.1.13
	FIESTA 3/5dr ha	atch 🗲	***	**									

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GRAND TOURNEO CONNECT 5dr MPV ★★★★

1.6 TDCi T'ium 103 13.2 - 13.9 19.1 2.9 114 236 26.7 40/45 1785 68.14
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Braking 60-0mph
                                                                        Apg test/touring
                                                             Torque (lb/ft)
                                                                   1ph/1000rpm
                                                                              Neight (kg)
                                                       ower (bhp)
                                                                                     IEST DATE
                                0-100mph
                                       30-70mph
     2.0 TDCi
                      130 10.0 28.8 9.4 12.7 3.1 148 258 38 53/56 1597 14.1.15
             ORT 5dr off-roader **
     1.5 TDCi
                      99 14.3
                                      15.2 14.4 2.7 89 151 28 39/48 1384 3.9.14
                     122 10.9 44.2 11.8 7.4 2.6 161 251 31.6 34/39 1707 13.3.13
     2.0 TDCi
           ER 5dr pick-up ★★★★☆
DCi 109 10.8 35.7 10.7 9.8 3.2 197 347 32.4 28/35 2265 10.10.12
     GINETTA
                      140 6.3 17.2 6.1 8.3 3.6 175 140 22.6 28/- 880 5.10.11
2.08
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8	HONDA												
	JAZZ 5dr hatch	**	t * t \$	7									
4	1.4 ES	113	10.7	35.2	10.7	14.3	3.2	99	94	20.5	35/43	1075	29.10.08
	INSIGHT 5dr ha	tch 🛨	**:	☆☆									
4	1.3 IMA SE	113	11.7	-	11.8	*7.4	3.1	87+14	89+5	58 32.1	40/43	1240	18.3.09
	CR-Z 3dr hatch	***	**										
9	CR-Z GT	124	9.1	26.8	9	17.1	2.9	113+15	107+	58 25.	743/52	1198	14.4.10
	CIVIC 5dr hatch	**	t #25	¥									
9	2.2 i-DTEC EX	GT135	8.3	24	7.9	12.2	-	148	258	38.7	38/55	1480	11.1.12
	ACCORD 4dr sa	loon 🖈	**	**									
1	2.2 i-DTEC EX	GT131	9.5	27.1	9.1	9.8	2.9	148	258	34.2	39/47	1630	14.5.08
	CR-V 5dr off-roa	ader 🖈	**	**									
4	2.2 i-DTEC EX	118	9.7	31.3	9.9	5.9	2.5	148	258	32.4	36/45	1806	24.10.12
2	HALINDVI												

HYUNDAI												
i10 5dr hatch *	**	₽ ₽										
1.0 SE	96	14.7	-	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch *	**	★☆										
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
i30 5dr hatch 🖈	**	**										
1.6 CRDi Active	115	11.7	38.3	11.5	14.8	2.8	109	192	22.5	49/60	1360	14.3.12
i40 5dr estate 🗲	**	**										
1.7 CRDi	118	12.2	41.4	12.5	12.3	2.9	114	192	29.4	44/51	1555	7.9.11
iX35 5dr SUV ★												
2.0 Premium	112	10.9	40.9	11.1	9.2	2.9	134	236	29.1	36/44	1695	17.3.10
SANTA FE 5dr S												
2.2 CRDi	118	9.0	27.6	9.2	*5.5	2.7	194	311	37.5	36/43	1940	19.9.12
VELOSTER 4dr o												
1.6 GDI	125	9.6	28.4	9.6	16.9	2.6	138	123	24.9	35/42	1230	18.1.12

2	Q50 5dr saloon											
	2.2 Premium	143	8.7	25.0	8.7	5.1*	3.0	168	295 42.5	49/59	1750	5.2.14
4	Q70 4dr saloon	**	\$ \$\$ \$	7								
	2.2 Prm'm Tec	h137	9.6	28.6	9.6	15.8	3.2	168	295 40.8	39/45	1896	25.2.15
_	IACHAD											

COCC TAI SAISON A A A A A	S/10 S/III
3.0 Executive 144 7.3 21.1 7.5 *4.5 2.6 236 399 38.8 30/34 2040 2	
	V8 S cabrio 186 4.0 9.4 3.4 8.0 2.8 488 460 46.8 19/29 1655 12.6.13
CITROEN	V6 S coupé 171 4.9 12.1 4.2 12.7 2.7 375 339 36.2 24/33 1594 11.6.14
C3 5dr hatch ★★★☆☆	XF 4dr saloon/estate ★★★★★
1.4 VTR+ 114 10.8 41.9 11.0 14.4 2.9 94 100 20.9 39/48 - 9	12.09 2.2 D 140 7.6 22.9 8.0 *4.8 2.9 197 332 46.3 39/46 1840 21.7.11
DS3 5dr hatch ★★★☆☆	3.0 Sportbrake 155 7.1 18.4 6.6 8.5 2.9 271 442 49.7 32/46 1875 31.10.12
1.6 THP 150 133 7.6 41.9 7.1 10.0 2.7 154 177 29.8 36/45 1200	3.3.10 XFR 5.0 V8 155 4.7 10.2 3.8 *2.1 2.6 503 461 36.3 20/25 1990 27.5.09
Racing 146 7.2 18.1 6.5 8.9 3.1 204 203 30.4 33/40 1215 1	6.3.11 XE 4dr saloon ★★★★★
C45dr hatch ★★★☆☆	R-Sport 2.0 147 7.6 19.0 6.9 13.3 2.7 197 206 33.8 30/49 1530 1.7.15
2.0 HDi Excl. 129 8.5 25.2 7.9 9.2 3.15 148 251 34.2 43/49 1470	5.1.11 XJ 4dr saloon ★★★★☆
C4 CACTUS 5dr hatch ★★★☆☆	3.0D LWB 155 6.3 16.5 6.6 *3.6 2.7 271 443 43.5 28/36 1960 9.6.10

14	JEEP	
13	3 CHEROKEE 5dr 4x4 ★★☆☆☆	
	2.0 140 4x4 Ltd 117 12.3 43.4 13.0 13.8 2.7 138 258 34.7 39/43 1	846 24.6.14
)8	8 =	
	KIA	

	NIA												
2	PICANTO 5dr ha	tch 🖈	**	★ ☆									
	1.0 '1'	95	13.8	-	14.9	24.4	3.2	68	70	21.3	33/54	950	3.8.11
8	CARENS 5dr MP	٧*,	***	☆									
_	1.7 CRDi '2'	112	12.9	51.2	13.9	15.2	2.8	114	192	31.7	47/56	1581	29.5.13
	CEE'D 3/5dr hat	ch ★	**	k 🌣									
_	1.6 CRDi LS	117	10.6	34.1	10.3	9.6	2.5	113	188	28.6	39/49	1370	20.2.08
3	RIO 5dr hatch *	**	★☆										
	1.4i '2'	114	11.4	39.1	11.5	19.1	3.0	107	101	23.3	40/50	1155	14.9.11
	OPTIMA 4dr salo	on 🖈	**	☆☆									
_	21.7 CRDi	125	10.5	35.4	10.4	10.6	3.2	134	239	31.9	41/46	1535	8.2.12
0	SPORTAGE 5dr 4	1x4 √	**	★☆									
4	2.0 CRDi F.E.	112	10.5	41.8	11.3	12.2	3.0	134	236	33.6	35/39	1635	11.8.10
	SORENTO 5dr 42	(4★	**	k#									
3	2.2 CRDi KX-4	128	9.3	28.6	9.4	*5.7	-	197	325	35.2	35/39	1953	8.4.15

JY															
	DEFENDER 3/5dr 4x4 ★★★☆ 90 XS 2.4D 83 15.1 - 17.0 15.5 3.5 121 265 26.2 19/28 1889 11.4.07														
							3.5	121	265 26.2	19/28	1889	11.4.07			
_	DISCOVERY SPORT 5dr 4x4 ★★★★☆														
	HSE Luxury				9.0	11.8	2.4	188	310 47.2	34/37	1863	18.3.15			
13															
	TDV6 HSE					7.9	3.4	193	328 36.6	17/24	2718	16.11.04			
	RANGE ROVER 5dr 4x4 ★★★★														
0	4.4 SDV8							334	516 41.8	25/35	2625	12.12.12			
_	RANGE ROVER														
	2.2 DS4						3.1	187	310 37.3	30/36	1815	13.7.11			
_	RANGE ROVER														
10	3.0 TDV6											2.10.13			
	SVR	162	4.4	10.3	3.8	12.6	2.6	542	502 41.8	22/19	2335	15.4.15			
)9															

EEXOS												
IS 4dr saloon ≯												
IS300h	143	8.1	20.2	7.3	*4.3	2.7	220	163	-	39/48	1720	21.8.13
CT200H 5dr ha	atch ★	**	☆☆									
SE-L	112	11.1	37.2	11.4	*7.0	2.7	134 1	05/15	3 –	46/52	1450	23.3.11
GS 4dr saloon	***	**										
GS250	144	9.2	26.0	9.0	16.2	2.9	207	187	34.4	26/32	1695	1.8.12
NX 5dr 4x4 *	***	☆										
300h	112	9.7	30.4	9.1	*5.6	2.7	194	na	-	32/38	1905	1.10.14
RC F 2dr coupé	***	r##										
RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15

Make and Model Top speed O-60mph O-100mph 30-70mph For-70mph Power (bhp) Torque (bh/ft) Mph/1000rpm Mpg test/fouring	Make and Model Top speed O-60mph O-100mph 30-70mph	50-70mph Braking 60-0mph Power (bhp) Torque (b/ft)	Mph/1000rpm Mpg test/fouring Weight (kg) TEST DATE	Make and Model Top speed O-60mph	0-100mph 30-70mph	Braking 60-0mph Power (bhp)	Torque (lb/ft) Mph/1000rpm Mpg test/fouring	Weight (kg) TEST DATE
LOTUS	NOTE 5dr hatch ★★★★☆			SUBARU	Z 8 6	- R - S	호 M M	Weigh
ELISE 2dr roadster ★★★☆☆ 1.6 127 6.7 21.1 7.1 14.3 2.9 134 118 24.7 39/42 900 26.5.1(EVORA 2dr coupé ★★★☆	PULSAR 5dr hatch ★★☆☆ 1.5 dCin-tec 118 10.9 35.5 10.8		21.8 42/54 1036 9.10.13 35.7 50/57 1307 12.11.14	FORESTER 3/5dr hatch *	***		258 34.7 39/51	
Evora S 2+0 172 4.5 11.3 4.7 8.2 2.3 276 258 27.8 24/33 1382 26.805 Evora S 2+0 172 4.5 11.3 4.0 6.8 2.4 345 295 34.8 21/26 1430 30.3.11 EXIGE S 2dr coupé ************************************	Acenta 1.6 111 10.3 41.6 9.9			WRX 4dr saloon ★★★☆	☆		258 33.0 41/49 300 27.6 23/31	
Exige S 170 4.1 9.6 3.7 5.5 2.5 345 295 27 21/30 1176 3.4.13	Nismo RS 137 7.5 18.7 6.0 LEAF 5dr hatch ★★★☆	0 9.0 3.2 215 207	23.9 34/35 1341 11.3.15	SUZUKI		1 2.0 270	200 2110 20/01	200.11
MASERATI GRANTURISMO 2dr coupé ★ ★ ★ ☆ 4.2 GT 177 5.6 13.0 4.9 *2.8 2.8 400 339 32.1 18/27 1975 22.08	QASHQAI 5dr hatch ★★★★ 1.5 dCi 2WD 113 10.8 39.2 11.1		35.0 49/56 1365 19.2.14	SWIFT 3/5dr hatch **	i − 12.9 20		66 21.9 50/69	885 22.4.09
GRANCABRIO 2dr open ★★★☆ 4.7 V8 175 5.1 11.9 4.5 11.2 2.4 433 362 32.1 17/22 2085 14.7.I(GHIBLI 4dr saloon ★★★☆☆	X-TRAIL 5dr hatch ★★★☆ 1.6 dCi 2WD 117 11.2 39.7 11.7 370Z 2dr coupé ★★★★☆	7 11.2 3.0 128 236		CELERIO 5dr hatch ★★★	5 37.2 11.1 18 ★☆ 9 - 14.3 25		87 21.5 43/47 66 22.4 54/57	
Diesel 155 6.5 17.2 6.0 5.1 2.7 271 443 43.3 31/40 1835 12.3.14 MAZDA	370Z 155 5.4 12.8 4.7 GT-R 2dr coupé ★★★★ Black Edition 193 3.8 8.5 3.6	7 9.9 2.4 326 270 3 6 5.3 2.5 478 434		SX4 S-CROSS 5dr hatch ≠ 1.6 DDiS SZ4 111 10.0 VITARA 5dr hatch ★ ★ ★	*★★☆ 32.6 10.1 8.		236 35.1 57/67	1290 30.10.13
2.5dr hatch ★★★☆ 1.5 Sky'v-G SE 114 10.4 38.0 7.0 20.2 3.1 89 109 27.9 51/55 1050 22.4.15	NOBLE		2011 13/20 1110 0.003		29.8 9.5 15	.5 - 118	115 24.3 49/47	1075 29.4.15
5 5dr MPV ★★★☆☆		5 4.7 2.45 650 604	29.9 18/25 1305 14.10.09	MODEL S 5dr hatch ** Performance 130 4.7		2.7 416	443 8.7 411Wh/m	2108 11.9.13
1.6D Sport 111 12.5 − 13.4 11.1 2.9 113 199 31.3 35/40 1555 162.11 6 4dr saloon/5dr estate ★★★★★ 2.2 Sport Nav 139 7.9 21.2 7.1 7.9 2.7 173 309 35 44/56 1480 23.1.13	208 3/5dr hatch ★★★☆☆	5 9.1 2.9 81 87	21.2 41/45 1080 18.7.12	TOYOTA AYGO 5dr hatchback * *	* *			
CX-3 5dr hatch ★★★☆ 1.5D SE-L Nav 110 10.3 34.7 10.3 10.3 - 104 199 34.8 59/60 1275 22.7.15	GTi 30th 143 6.5 16.1 5.8	8 6.7 2.9 205 221	25.6 41/42 1160 11.2.15	1.0 VVTi 99 13.9 YARIS 5dr hatchback ★★	9 − 15.2 24		70 22.5 49/63	
CK-5 5dr hatch ★★★★☆ 2.2 Sport Nav 126 9.4 28.0 9.1 9.7 2.3 148 280 34.9 24/55 1575 13.6.12	508 SW estate ★★★☆ 2.0 HDi 163 138 9.6 28.6 9.7			VERSO-S 5dr hatchback > 1.3 T Spirit 106 12.	38.5 11.7 19		92 23.7 42/51 92 21.7 39/48	
MCLAREN 6508 2dr coupé/roadster * * * * * * 3.8 V8 Spider 204 3.2 6.3 2.2 5.9 2.5 641 500 35.4 18/24 1468 307.13		5 11.8 3.2 114 199	32.7 49/59 1180 19.6.13	GT86 3dr coupé ★ ★ ★ ★ ★ 2.0 manual 140 7.4 AURIS 3/5dr hatch ★ ★ ★	18.8 6.8 10	.6 2.6 197	151 23.5 30/45	1235 4.7.12
P1 2dr coupé * * * * * * P1 217 2.8 5.2 2.2 6.0 2.3 903 664 36.0 19.6/ 7.5.14	Sport HDi 150 121 9.4 29.1 9.1	1 9.5 2.1 148 251 9 8.6 2.6 161+36221+14		PRIUS 5dr hatch ***			116 20.0 30/37 105+153 – 48/56	
MERCEDES-AMG C63 4dr saloon ****	1.6 HDi 110 114 13.0 22.0 13.2 RCZ 3dr coupé ★★★☆			LAND CRUISER V8 5dr 4x	4★★★★☆		479 40.3 18/20	
C63 155 4.4 9.7 3.4 7.5 2.7 469 479 38.1 19/25 1715 3.6.18 MERCEDES-BENZ	R THP 270 155 6.8 15.3 5.5 PORSCHE	5 5.8 3.0 266 243	24.2 36/44 1355 12.2.14	VAUXHALL ADAM 5dr hatch ★★★☆	*☆			
A-CLASS 5dr hatch ★★★★☆ A200 CDI Sport 130 8.9 28.3 9.0 10.1 2.5 134 221 37.1 48/58 1475 7.11.12 A45 AMG 168 4.2 11.5 4.3 4.5 2.8 355 322 38.1 27/37 1555 148.13				1.2 Jam ecoFLEX 103 14.3 VIVA 5dr hatch *** 1.0 SE A/C 106 13.0	☆		85 21.8 39/45 70 20.3 49/55	
B-CLASS 5dr MPV ★★★☆ B200 CDI Sport130 9.4 28.8 9.6 11.9 2.7 134 221 37.8 20/52 1495 29.2.12	2.7 165 5.9 13.6 5.1 911 2dr coupé ★★★★		23.9 29/34 1385 24.4.13	CORSA 3/5dr ★ ★ ★ ★ ☆ 1.4T SRi VX-Line115 11.7	45.1 12.1 15.	.3 2.9 99	148 34.8 37/42	1176 19.11.14
C-CLASS 4dr ★★★★☆ C63 AMG Black 186 4.0 9.2 3.3 7.5 2.66 510 457 37.2 15/25 1775 59.16 NEW C-CLASS 4dr ★★★★☆	Turbo S 197 3.0 7.1 2.6	8 11.7 2.3 345 288 3 6 6.8 2.6 552 553 6 15.0 2.4 394 325	37.9 20/31 1605 8.1.14	MERIVA 5dr MPV ★★★			181 23.8 29/34 148 25.5 31/37	
C220 Bluetec 145 8.1 22.9 8.1 11.7 2.8 168 295 42.4 41/51 1700 23.7.1 € CLA 4dr coupé ★★★★☆ 220 CDI Sport 143 8.3 23.1 8.0 4.8 2.9 168 258 37.3 44/54 1525 266.13		9 2.2 2.3 874 944	41.2 28/44 1740 22.10.14		24.3 8.2 13		170 28.3 31/38 295 27.6 27/33	
SLK 2dr cc ★★★☆ SLK 200 149 7.5 18.9 7.0 9.9 2.8 181 184 31.3 30/41 1485 27.7.11	4.8 Turbo 188 4.0 9.2 3.4 MACAN 5dr 4x4 ★ ★ ★ ★ ★			INSIGNIA 5dr hatch/estate 2.0 CDTi 160 135 9.1	**** 25.3 8.4 10.			
	CAYENNE 5dr 4x4 ★★★☆	3 7.9 2.4 394 406 0 *3.6 2.5 374 324		ZAFIRA TOURER 5dr ★★ 2.0 CDTi 165 129 10.4 MOKKA Mini SUV ★★★	1 36.8 10.2 14.			
E250 CGI cab 155 7.4 19.6 7.5 4.5 2.4 201 229 30.0 26/36 1745 14.4.10 CLS 4dr coupé/5dr estate ★★★★☆ 350 BlueEff. 155 6.5 16.0 5.7 *3.3 2.5 302 273 37.6 29/38 1775 13.4.11	RADICAL SR3 SL 2dr ★★★★☆			VXR8 4dr saloon ★★★★	rte		148 26.1 32/40 546 34.9 18/25	
	SR3 SL 161 3.4 8.4 3.7	7 4.8 2.7 245 265	24.9 14/- 765 30.11.11	VOLKSWAGEN UP 3dr hatch ***	1012 011 11	. 2.0 011	0 10 0 117 107 20	
S63 AMG coupé 155 4.5 9.6 3.4 6.8 2.7 577 664 42.8 22/25 2070 3.12.14 GLA 5dr 4x4 ★★★☆☆	TWINGO 5dr hatch ★★★☆ Dynamique 94 17.6 – 19.1	1 29.4 2.9 69 67	20.8 42/52 865 29.10.14	1.0 High Up 106 13.8 POLO 3/5dr hatch **	★ ☆		70 20.5 44/59	
220 CDISE 134 8.1 23.8 7.8 4.7 2.65 168 258 36.4 40/48 1535 14.5.14 M-CLASS 5dr 4x4 ★★★★ ML250 130 8.8 28.4 9.3 11.0 2.9 201 368 36.2 38/41 2310 25.1/2		9 9.1 2.9 87 162		1.2 70PS SE 103 14.7 1.4 TSI BlueGT 130 7.5 GOLF 3/5dr hatch ***	22.2 7.1 8.			
GL 5dr 4x4 ★★★★☆ GL350 AM6 Spt 137 8.3 24.8 8.2 5.0* 2.6 255 457 37.7 28/33 2455 247.16 SL 2dr convertible ★★★★☆		9 19.1 2.8 89 100 i 9 9.1 2.8 197 177 i	20.8 32/37 1204 23.10.13	GTI Perf. DSG 155 6.5 2.0 TDI 134 9.6	16.4 5.9 8. 27.6 8.6 11.	7 2.9 148	258 34.4 32/38 236 37.4 44/56 280 27.1 34/29	1390 16.1.13
SL500 155 4.3 9.9 3.6 6.5 2.7 429 516 39.6 10/24 1815 8.8.12 SL63 AMG 155 4.6 10.4 3.8 8.7 2.5 518 465 34.3 17/21 2000 7.508	250 Cup 156 6.0 13.7 4.9 275 Trophy-R 158 6.4 14.0 5.0		28.4 28/34 1320 13.1.10	e-Golf 87 10.1 GTE 138 7.7	5 - 11.0 7. 18.2 6.1 7.	0 2.7 113 7 2.5 201	199 7.6 244Wh/r 258 7.6 44/45	m1585 10.9.14
SL65 Black 200 4.2 8.5 3.0 6.0 2.5 661 737 37.4 16/22 1880 8.4.05	Grand 1.4 TCe 121 11.0 34.8 10.4	4 9.2 2.3 129 140	22.1 28/36 1457 16.9.09	GOLF CABRIOLET 2dr con 1.6 TDI 117 12.3 SCIROCCO 2dr coupé ★ ★	2 44.6 12.8 13		184 32.6 47/57	1495 31.8.11
3 5dr hatch ★★★★☆ 1.5 3Form Spt 108 11.4 41.5 11.6 19.6 2.8 105 101 22.2 37/41 1150 25.12.13 6 5dr hatch ★★☆☆☆		3 *3.0 2.7 453 531			13.7 4.9 5.	9 2.7 261	207 20.6 29/39 258 26.3 28/34	
1.8 T 120 8.8 25.8 9.2 11 2.8 158 159 28 29/37 1525 11.5.11	2dr Coupé 155 6.1 15.5 5.9 GHOST 4dr saloon ★★★★☆	9 *3.4 2.9 453 531	38.7 7/18 2495 27.8.08	2.0 TDI 190 GT 144 8.7 TIGUAN 5dr 4x4 * * *	23.6 8.1 13	.1 3.2 187		
	WRAITH 2dr coupé ★★★★ Wraith 155 4.6 10.0 4.5	9 *2.3 2.6 563 575 6 5 *2.1 2.9 624 590 6	45.9 15/27 2435 21.5.14	2.0 TDI Sport 115 10.3 TOUAREG 5dr 4x4 * * * * 3.0 V6 TDI SE 135 6.9	★ ☆			
JCWGP 150 6.6 14.9 5.2 5.6 2.4 215 192 23.6 34/45 1160 202.15 COUNTRYMAN 5dr hatch ★★★☆ Cooper D All4 115 11.1 - 11.5 16.1 2.6 110 199 34.8 39/43 1475 29.9.16	SEAT			VOLVO V40 4dr hatch ★★★★	·			
COUPÉ 2dr coupé ★ ★ ★ ★ ★ JCW 149 7.2 17.0 6.0 6.0 2.8 208 207 23.9 33/46 1230 26.10.11	Cupra 1.4 TSI 140 7.0 19.6 6.3 LEON 3/5dr hatch ★★★☆			D3 SE Lux 130 8.9 S60 4dr saloon ★★★★	26.6 8.7 10. ☆		258 36.5 46/52	
4	SC 2.0 TDI FR 142 8.0 22.1 7.5 Cupra SC 280 155 5.9 13.6 4.4 ALHAMBRA 5dr MPV ★★★☆	4 7.1 2.7 276 258	27.2 28/36 1441 26.3.14	V60 5dr estate ★★★★: D5 SE Lux 143 8.1	21.0 7.1 8.	2 2.7 202	295 39.4 46/59 310 39.2 32/48	1700 8.12.10
MITSUBISHI ASX5dr hatch ★★★★☆ 1.8 DiD 3 124 10.0 28.8 10.1 8.6 2.8 148 221 29.6 49/57 1490 21.7.1(2.0 TDI 170 DSG127 10.5 38.3 11.2 SMART	2 *7.0 3.0 168 258	30.5 35/40 1935 1.12.10	Plug-in Hybrid 134 6.1 Polestar 155 5.3 S80 4dr saloon ★★★★	13.1 4.6 9.	2 2.6 279 0 2.6 345	382 34.3 44/49 369 34.8 26/32	1955 1.5.13 1834 15.10.14
OUTLANDER 5dr 4x4 ★★★☆☆ 2.2 DIDGX5 118 10.2 32.9 10.1 11.1 3.07 147 265 34.7 38/45 1675 27.3.13 PHEV GX4hs 106 10.0 30.5 9.5 6.2 3.0 200 245 - 44/38 1810 164.14	FORTWO 3dr hatch ★★★☆☆ Prime 96 11.2 - 11.4	4 12.3 3.2 89 97	22.3 -/- 880 4.3.15	3.2 SE Sport 141 8.5 V70 5dr estate ★★★★	21.7 7.7 *4			
MORGAN	SKODA FABIA 5dr hatch ★★★☆	F 4F 0 F 1		XC60 5dr 4x4 ★ ★ ★ ★ ★ D5 SE Lux 118 9.5	30.5 9.5 *5		295 35.6 32/39 295 33.6 17/36	
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3 Wheeler 115 8.0 29.9 7.7 5.1 3.56 80 103 21.3 30/- 520 66.12 NISSAN	RAPID 4dr saloon ★★★☆☆	5 14.2 2.9 84 118	26.1 40/47 1175 5.12.12	WESTFIELD SPORT TURBO 3dr hatch ST3 UK200 142 4.6		7 31 201	185 22 7 25/-	650 31012
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1 HCU

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KBS 1 KCN 1

1 KUT

1 KPA KFO 1

LDS 1

1 LLL 1 LVO 1 MRX

1 NES

1 PKS 1 PMM

PSG 1 1 5ANE

SNH

SFJ 1

SGF 1 TMO 1 1 TWP

TWP 1

1 UUA UWY 1 YYP 1

2 CBN 2 CST 2 DPN

2 ERN

2 FSJ 2 GLO

2 GOS

2 HPN 2 LCB 2 MPN

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3 TGJ 3 TPS 3 VPB

3 WBC 3 NOT 4 AHM 4 BY

4 BDK 4 CBG 4 CSJ

4 CSW FPS 4 HR 4 4 LCP

4 RFP SSE 4 TPS 4

TSJ 4

4 TRO

A5 TMI

5 BBW

BNS 5 5 CRJ 5 CSJ

5 GDJ 5 GKG 5 KCJ 5 KDJ 5 LRD NMR 5

PCT 5

R5 TML 5 RCJ

5 RGJ 5 SSJ TTP 5

1 JL

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APE 6

6 ASL 6 BCC

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6 DTL

GISE

6 HMC

6 MBD 6 MLE 6 MRD

6 MTP 6 NAJ NBG 6

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6 RRJ

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WGR 6 7 BDB 7 BDR

7 CBR

7 CTJ

7 JD.

7 JOM 7 LGS

7 MG.

7 OF 7 SGR

WPW 7

8 BDS

BLS 8 BNS 8

8 BR

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8 EEF 8 GSJ GSJ 8

8 JKW 8 KAX 8 OS

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3 EJK

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32 MB

TA 33 34 FC GBC 34

34 LEW

34 LR 35 P

36 BJ

36 HA

RH36

37 BD

37 DN 37 EPE 37 NA

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43 MB 44 TA 46 DH

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RMW 53

51 WP

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13 PW 13 SJW 14 A 14 AS CSJ 14 14 GPM 14 JCC 15 CJK

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BR 6	HB 7	LM 7	PR 8	V1NEE	54 CB	39 JD	50 OT	73 TL	11 DDD	DTR 545	408 EKT
7 BUD	4 HER	L 43	16 PR	22 WWW	93 CB	16 JH	80 OL	TK 25	555 DDD	1146 DT	5483 EL
7 BX	5 HER	LJ 2	PS 4	WM 6	CB 26	53 JB	77 00	57 UD	470 DEL	4000 DT	8103 EL
82 C	1 HKV	LJ 3	R 77	WC 45	43 CS	JB 72	40 PB	70 WN	8 DEM	8482 DT	EL 1131
C 144	HM 33	LJ 4	R 100	4 WD	49 CS	41 JN	69 PN	41 WR	39 DER	29 DUP	11 EMS
4 CAT	10 HY	LJ 6	10 R	22 XXX	13 CT	73 JN	50 PE	21 WL	1619 DF	611 DWW	ENN 1K
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2 DOG	JB 39	M 36	1 RH	7 XA	33 DL	87 JW	15 PY	Dateless	444 DG	3047 E	ESY 160
5 DOS	4 JEY	M 55	5 RY	7 XC	73 DN	39 KF	15 PU	975 CRT	DHZ 5809	94 EAC	219 ETE
1 DR	JH 54	MT 5	RBW 2	20 Y	73 DS	81 KK	68 RD	CSC 73	DIB 880	EAX 1V	210 ETE
1 DT	3333 J	MT 15	111 ROB	7 YN	DL 95	17 KL	92 RD	8 CST	71 DJO	977 EBH	879 ETR
E 31	JJ 2	333 MW	59 RS	5 YYY	97 DT	45 KR	34 RE	CSU 473	192 DKH	EBK 246	6060 EV
E 33	JJ 3	47 N	8 S	2x2s	64 ED	36 KS	27 RM	CU 2047	DKK 80Y	EBZ 1111	326 FAM
25 E	333 JJJ	67 N	44 SB	AA 82	20 EF	11 LE	RG 65	CU 6590	DLS 1M	2 ECC	346 FAM
6 EP	JON 1N	69 N	2 SLK	43 AB	33 EJ	30 LE	RG 67	CU 9401	DLS 90	3 ECC	354 FAM
8 EP	JOY 1S	NAS1R	5 SPY	82 AT	29 EL	42 LE	RG 69	69 CUK	20 DLW	ECC 666	7 FAN
EMA 2	JS 535	7 NJ	SUM 1L	16 AY	12 EP	92 LJ	39 RN	10 CUL	848 DMH	EDS 11	2 FBN
F 1	JW 260	4 NJU	1111 T	65 AN	45 EP	47 LW	RP 11	CWE 83	DNL 17	EDZ 761	FBO 845
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Land's End to John O'Groats without refuelling

10 July 1976

riving the country from toe to tip has always been an alluring challenge for motoring journalists. For Stuart Bladon, Martin Lewis and photographer Peter Cramer, it was a way of investigating the frugality of Autocar's Austin 1800 long-term test car, which had been converted to run a dual petrol-LPG fuel set-up.

"Our Austin retained its 16-gallon petrol tank, plus a 15-gallon cylinder in the boot for LPG," wrote Bladon and Lewis in their account of the trip, which also raised money for charity. "With that lot, we argued, surely it would even go from Land's End to John O'Groats without refuelling. Or would it?"

The team set off to their departure point, Land's End, in the middle of that summer's heatwave. "We decided that a late start would suit best, giving us most of the driving during the night. We kept the gas tank filled up to the warning line on the gauge, which, unfortunately, is on the tank in the boot; there is no direct read-off in the car. The drive to Cornwall was made on petrol, since we knew we might be in difficulty trying to refill the gas cylinder down there."

In front of swarms of holiday makers

The team didn't realise it at the time, but a faulty regulator valve had been feeding an over-rich mixture of LPG into the engine

at Land's End, they brimmed the petrol tank, making their departure at exactly 5pm. "Within half an hour we were stuck in the Penzance rush hour (if they call it that)," they reported. "Eventually we were clear and able to build up the speed again, to Tiverton.

"Long before the event, we had written to the AA for a route, which they furnished with due solemnity, showing the distance as 865.95 miles. However, we noticed that they took us from Okehampton down to Exeter, which the map clearly showed to involve extra mileage. Instead, we cut across, using Ordnance Survey maps. Once on the M5 we relaxed, switched to gas and pushed

up the cruising speed to 60mph."

As they neared Carlisle, they hit trouble. The team didn't realise it at the time, but a faulty regulator valve had been feeding an over-rich mixture of LPG into the engine.

"Stuart was attempting sleep in the back when the car gave a jerk and then started to lose speed. 'The gas has gone,' came the muttered explanation. 330 miles covered on 15 gallons of gas meant we had barely cleared 20mpg, and that meant over 500 miles to do on the petrol.

"Could we believe the petrol gauge? If we could, then it might still be on. It was still over the half mark on the A9 near Balinluig. It became increasingly obvious that we should complete the distance safely enough for the speed to be increased to 50mph."

Panic over, the team found their arrival at John O'Groats to be "something of an anti-climax, but it was great to get out and stretch and know that we had done it".

The true distance of the route was measured at 860.3 miles. The Austin had covered 540.6 miles on 13.05 gallons to give average petrol consumption of 41.4mpg.

AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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